Village at Squaw Valley Specific Plan and Phase I Project

Initial Study

PREPARED FOR:
Placer County, Planning Services Division
3091 County Center Drive
Auburn, CA 95603

October 2012

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQAP	air quality attainment plan
ARB	California Air Resources Board
CAAQS	California Ambient Air Quality Standards
Cal-OSHA	California Occupational Health and Safety Administration
Caltrans	California Department of Transportation
CBC	California Building Code
CDC	California Department of Conservation
CDF	California Department of Forestry and Fire Protection
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CHP	California Highway Patrol
CO	carbon monoxide
CO_2	carbon dioxide
County	Placer County
CP	Conservation Preserve
dB	level of decibels
dbh	diameter at breast height
diesel PM	diesel particulate matter exhaust
DTSC	California Department of Toxic Substances Control
du	dwelling units
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
EVA	emergency vehicle access
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FR	Forest Recreation
GHGs	greenhouse gases

Lahontan RWQCB	Lahontan Regional Water Quality Control Board
LID	low impact development
L_{max}	maximum sound level
L_{xx}	percentile-exceeded sound level
MAAC	Mountain Adventure and Aquatic Center
MCAB	Mountain Counties Air Basin
msl	mean sea level
NAAQS	National Ambient Air Quality Standards
NHPA	National Historic Preservation Act
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System
O_3	ozone
Pb	lead
PCAPCD	Placer County Air Pollution Control District
PCCP	*Placer County Conservation Plan*
plan area	Specific Plan area
PM	particulate matter
PM_{10}	inhalable particulate matter
$PM_{2.5}$	fine particulate matter
PRC	Public Resources Code
project applicant	Squaw Valley Real Estate, LLC
ROG	reactive organic gases
SB	Senate Bill
sf	square feet
SO_2	sulfur dioxide
Specific Plan or proposed project	*Village at Squaw Valley Specific Plan*
SR	State Route
SVFD	Squaw Valley Fire Department

SVGPLUO	*Squaw Valley General Plan and Land Use Ordinance*
SVPSD	Squaw Valley Public Service District
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TBD	to be determined
TMDL	Total Maximum Daily Load
TPZ	Timberland Production Zone
TRI	Truckee River Interceptor
TTSA	Tahoe Truckee Sanitation Agency
TTSD	Tahoe Truckee Sierra Disposal Company
TTUSD	Tahoe-Truckee Unified School District
TWLTL	two way left turn lane
USTs	underground storage tanks
VC	Village Commercial
WSA	Water Supply Assessment

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1 PROJECT DESCRIPTION

Squaw Valley Real Estate, LLC (project applicant) is seeking adoption of the *Village at Squaw Valley Specific Plan* (Specific Plan or proposed project) to permit development of approximately 101 acres at the west end of Squaw Valley (i.e., at the existing Village at Squaw Valley). The mixed-use development would include resort residential, commercial, and recreation uses as well as parking and other visitor amenities. Most of the project site is designated for development in the *Squaw Valley General Plan and Land Use Ordinance* (SVGPLUO), as discussed below.

1.1 PROJECT BACKGROUND

The proposed Specific Plan is the first specific plan proposed under the SVGPLUO, which was adopted by Placer County (County) in 1983. The proposed Specific Plan project would amend the land uses previously approved for the plan area in the SVGPLUO. The proposed project also includes a project-level development proposal for an initial phase of the project (Phase I). These changes and entitlements require evaluation under the California Environmental Quality Act (CEQA). The County has determined that these changes and entitlements could result in potentially significant impacts on the environment, and has therefore determined that an environmental impact report (EIR) will be prepared to evaluate these potential impacts.

The EIR will evaluate the environmental effects of the Specific Plan at a program level, and will evaluate the first phase of the Specific Plan—the Phase I Project (also referred to simply as Phase I)—at a more detailed, project level. Prior to approval of entitlements to develop subsequent phases of the Specific Plan, each phase will be reviewed to determine if it is within the scope of the program EIR, or if additional CEQA analysis is required.

1.2 PROJECT LOCATION

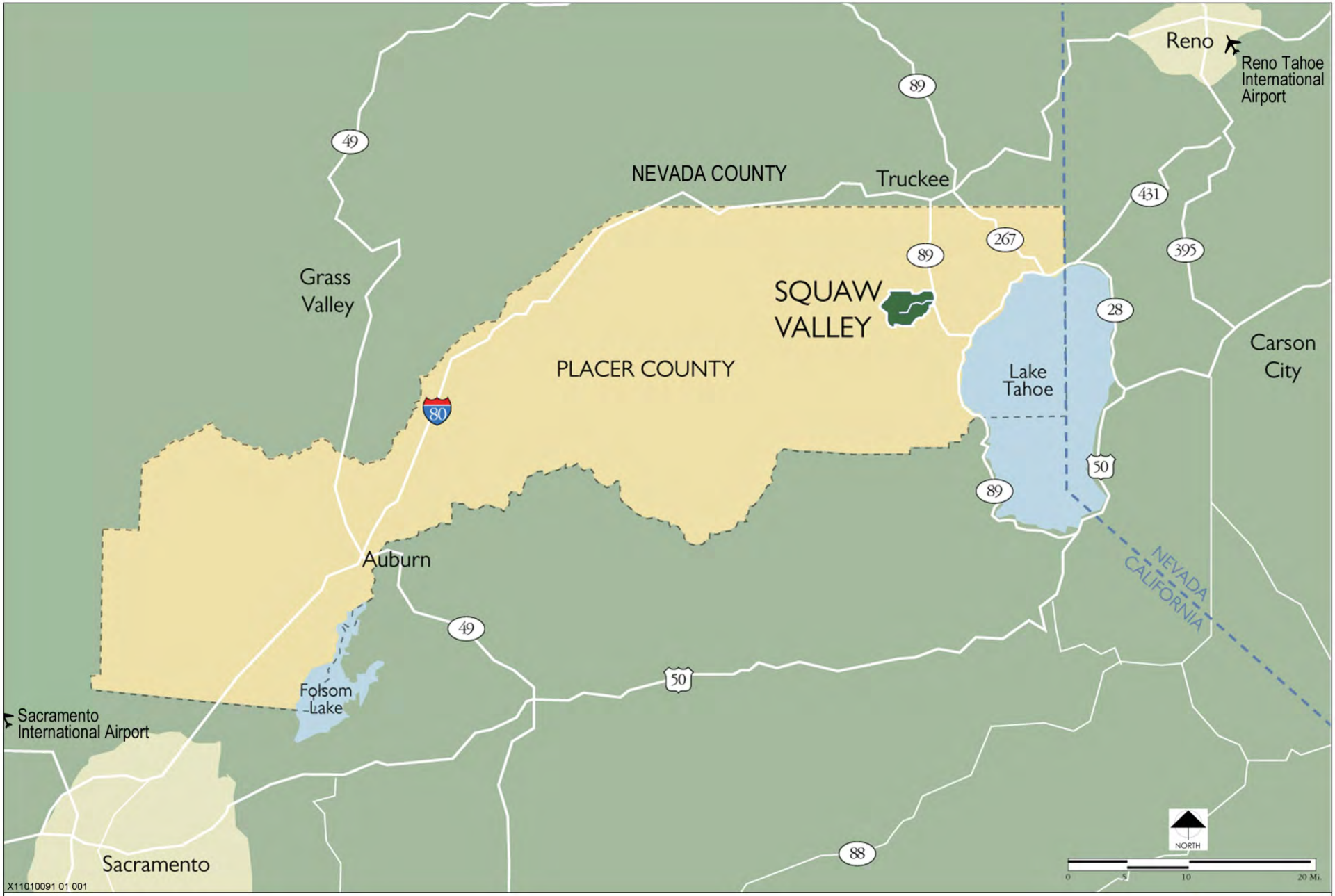
The Specific Plan area (plan area) is located within the 4,700-acre Squaw Valley (also known as Olympic Valley) in northeastern Placer County (Exhibit 1). Squaw Valley is best known for the Squaw Valley Ski Resort and as the host for the 1960 Winter Olympics. Some of the existing buildings in the project area were constructed in preparation for the Olympic Games. The plan area is located approximately two miles west of State Route (SR) 89, nine miles south of Truckee, and seven miles northwest of Tahoe City. Local access is provided by Squaw Valley Road, which forms a "T" intersection with SR 89.

The plan area encompasses approximately 101 acres. It is generally bounded by Squaw Valley Road to the north; ski lifts and related ski operations to the south; lodging, single-family residences, and undeveloped areas to the west; and the meadow and golf course to the east (Exhibit 2).

1.3 STUDY AREA CHARACTERISTICS

1.3.1 PROPERTY OWNERSHIP

The plan area consists of all or part of 22 parcels, 21 of which are entirely owned or controlled by Squaw Valley Real Estate, LLC and Squaw Valley Resort, LLC. The remaining parcel is owned by the Squaw Valley Mutual Water Company.



Source: Squaw Valley Real Estate, LLC 2012; adapted by Ascent in 2012

Exhibit 1 **Regional Location**

ASCENT ENVIRONMENTAL

Source: Squaw Valley Real Estate, LLC 2012; adapted by Ascent in 2012

Exhibit 2 **Plan Area Existing Conditions**

1.3.2 EXISTING LAND USES

The plan area has been historically used for visitor and resident resort facilities, including skier services, parking, lodging, and commercial uses. Most of the plan area has been previously developed or disturbed. The largest portion of the plan area is an existing series of day skier surface parking lots (Exhibit 2). Other existing buildings and improvements within the plan area include recreational facilities, ski lifts, lodging, skier services, residential, and maintenance facilities.

The topography of the plan area is a west-to-east generally flat but sloping plain, with approximately 70 feet of elevation change from the highest to the lowest point on the site. The plan area is generally surrounded by steep slopes that are part of the ski resort and that rise about 2,000 feet to the north and south and almost 3,000 feet to the west.

The plan area drains into Squaw Creek. The Creek runs west to east through the plan area in an engineered channel before flowing into a meadow area/golf course (Resort at Squaw Creek Golf Course) to the east of the plan area. Most of the existing trees within the plan area are located along the westernmost portion of Squaw Creek. The remaining trees are scattered throughout the plan area and on the outward edges as the developed portions of the site transition to surrounding forested areas.

The area is served by Squaw Valley Road, the main road into the Valley, which connects to SR 89 approximately two miles to the east. Other internal roadways serving the plan area include Village East Road, Far East Road, Squaw Peak Road, Squaw Peak Way, and Chamonix Place. Three bridges connect Squaw Valley Road to internal private roads and parking areas within the plan area.

The SVGPLUO is the underlying land use regulatory document for the plan area. The SVGPLUO identifies several residential and commercial land use designations within the plan area. Other land use designations in the plan area include Forest Recreation (FR) and Conservation Preserve (CP). Under the existing land use designations of the SVGPLUO, the holding capacity of the plan area would allow for construction of up to 3,271 bedrooms (it should here be noted that the SVGPLUO defines the plan area holding capacity in terms of bedrooms and not units). This converts to an equivalent of approximately 1,308 units (using an average rate of 2.5 rooms per unit). The SVGPLUO permits a density bonus of up to 25% for projects that provide more than half of the required parking in a parking structure (5% density bonus for each additional 10% of structured parking), which would allow for development beyond the 3,271 bedrooms. Additional commercial development would also be allowed under the existing land use designations.

1.3.3 SURROUNDING LAND USES

Existing land uses surrounding the plan area include single-family residences, small offices, and retail/commercial uses located across Squaw Valley Road to the northeast; single-family residences off Granite Chief Road to the southwest; Squaw Valley Mountain and ski runs and undisturbed areas to the west and south; and the meadow and golf course to the east (see Exhibit 2). The Resort at Squaw Creek is located beyond the golf course to the east. In addition, the Olympic Village Inn is located immediately adjacent to the northwest portion of the plan area and would abut it on three sides. Squaw Valley Chapel is located adjacent to the plan area at 444 Squaw Peak Road.

Squaw Valley Academy, a boarding and day school, is located at 235 Squaw Valley Road, about 1.5 miles east of the plan area. Fire Station 21 is located at 305 Squaw Valley Road, about a quarter-mile west of the Squaw Valley Road and SR 89 intersection.

1.4 PROJECT OBJECTIVES

The purpose of the SVGPLUO is to "ensure that Squaw Valley is developed into a top quality, year-round, destination resort." Further, the SVGPLUO is intended to ensure that the area has "the capacity to serve and house the optimum number of tourists, visitors, and residents…without adversely impacting the unique aesthetic and environmental assets of Squaw Valley."

The following Guiding Goals of the Specific Plan provide the underlying objectives for the plan area:

- Implement the guidelines contained in the SVGPLUO to realize a balanced, vital, year-round destination resort center consistent with the build-out envisioned in the plan.
- Respect and honor the cultural and environmental setting establishing an optimum level of development consistent with the Valley's history and current resource management and development practices.
- Revitalize and enhance the Village areas to create a series of compact, tourist-related mixed-use neighborhoods that are connected, safe, and walkable.

The following objectives provide additional detail regarding the intent and nature of the proposed Specific Plan:

- Develop a project that draws visitors year-round and enhances the economic base of the community by offering a diversity of recreational, residential, commercial, and lodging options beyond those specifically geared toward the winter season.
- Concentrate development in already disturbed or developed areas.
- Provide a diversity of visitor accommodations and resort residential units.
- Provide access from the plan area to passive and active recreational activities that can be enjoyed by the entire Olympic Valley community.
- Provide an array of services and amenities within the plan area to minimize the reliance on vehicles.
- Provide for safe and efficient access to and circulation through the plan area that meets the mobility and parking needs of guests, employees, day skiers, visitors, goods, and services.
- Create and maintain a complete "multi-modal" transportation system to reduce dependency on automobiles and to minimize emissions of air pollutants and greenhouse gasses.
- Provide affordable opportunities for employees to live in proximity to their place of work, consistent with the County Housing Element.
- Protect Squaw Creek by providing appropriate open space corridor setbacks, limiting activities that could degrade water quality or the stream and riparian habitat within the corridor, and providing for restoration and enhancement of the stream's function.
- Preserve and enhance important natural and scenic resources within and near the plan area through conservation, enhancement, and, where removal or degradation of such resources cannot be avoided, mitigation.
- Minimize risks from hazards associated with the natural setting, such as fires and avalanches.
- Provide visual access to the principal views of mountain peaks and hillsides to reinforce the connection of the Village to the mountain environment.

1.5 DESCRIPTION OF THE PROPOSED PROJECT

The applicant is proposing a year-round use mountain resort that provides a diversity of resort residential, visitor accommodations, retail, health and well-being, and recreational opportunities while preserving the unique aesthetic, cultural, and environmental assets of Squaw Valley. These features are described in more detail below.

1.5.1 PROPOSED SPECIFIC PLAN LAND USES

Under the proposed Specific Plan, the plan area would be developed as a series of tourist-oriented neighborhoods that include a range of resort residential, commercial, and recreational uses clustered around a distinct Village Core. The development pattern has been compactly organized to fit into the existing developed areas while attempting to also preserve important scenic vistas, provide convenient access to the mountain (i.e., ski, snowboard, and other related snowsport facilities), and create a vibrant mixed-use atmosphere.

The plan area would consist of three main zones: the Village Core, consisting of high-density, active, tourist-related mixed-uses; the Village Neighborhoods, consisting of high-density resort residential neighborhoods that accommodate a mix of uses and passive recreational opportunities; and the Mountain Neighborhoods, consisting of low-density resort residential neighborhoods and small-scale neighborhood-serving commercial uses. Exhibit 3 illustrates one scenario of how the Specific Plan could be implemented.

Under the proposed project, the following land use designations would be applied to the plan area:

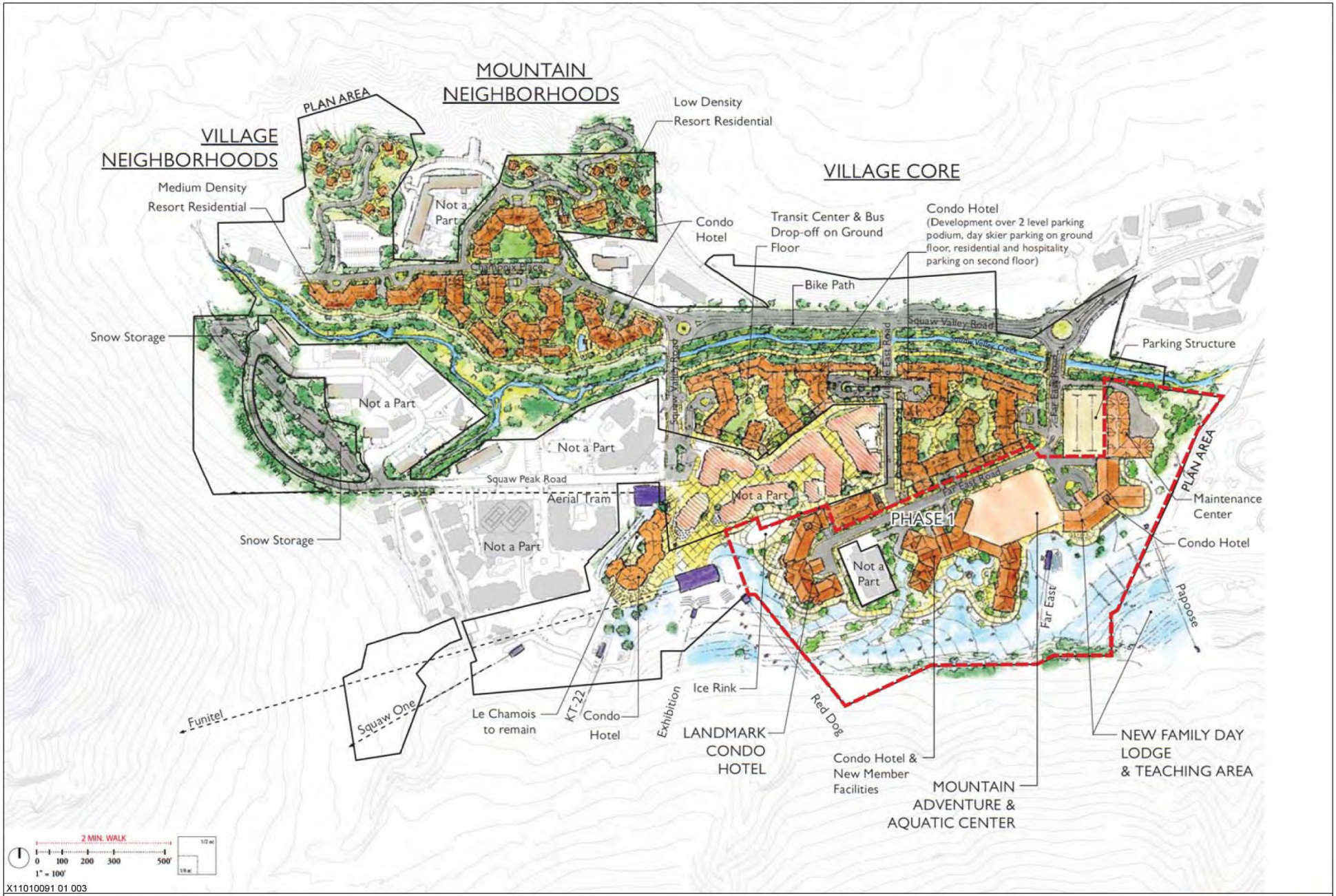
- Village Commercial – Core (VC-C)
- Village Commercial – Neighborhood (VC-N)
- Village – Heavy Commercial (V-HC)
- Village – Forest Recreation (V-FR)
- Village – Conservation Preserve (V-CP)

Table 1-1 identifies the development types that would be permitted in the Specific Plan area by land use designation. Exhibit 4 presents the proposed land use plan.

Table 1-1 Proposed Land Uses

Land Use	Area (acres)	Maximum Number of Units	Maximum Density (du/acre)	Average Density (du/acre)	Maximum Commercial (sf)[1]	Maximum Allowable Building Height[2]	Existing Commercial to be Removed (sf)	Percent of Plan Area
Village Commercial – Core (VC-C)	30	862	41	29	356,000	2–10 stories (140 feet)	122,938	30%
Village Commercial – Neighborhood (VC-N)	18	433	46	24	41,000	3–6 stories (92 feet)	20,120	18%
Village – Heavy Commercial (V-HC)	2	-	-	-	57,000	3 stories (52 feet)	-	1%
Developed Area Subtotal	**50**	**1,295**	**-**	**-**	**454,000**	**-**	**143,058**	**49%**
Village – Forest Recreation	28	-	-	-	-	-	-	28%
Village – Conservation Preserve	15	-	-	-	-	-	-	15%
Undeveloped Area Subtotal	**43**	**-**	**-**	**-**	**-**	**-**	**-**	**43%**
Roads and Infrastructure	8	-	-	-	-	-	-	8%
Total	**101**	**1,295[3]**	**-**	**-**	**454,000[3]**	**-**	**-**	**100%**

Notes: du = dwelling units; sf = square feet; TBD = to be determined
[1] Includes replacement of existing commercial uses and maintenance facilities.
[2] Different parcels, and portions of parcels, within a particular land use designation may have different maximum allowable building heights. Indicated ranges are the lowest and highest maximum allowable building heights for various locations within the land use category. For example, some areas in the VC-C land use category would allow buildings to be no more than 2 stories, and some areas would allow buildings up to 10 stories, and some areas would have a height limit between these numbers. These building heights do not include podium parking, which could be up to 2 levels. The 2 levels of podium parking could be up to 21 feet above ground level (with some portion of the podium below grade).
[3] Development within the plan area shall not exceed the maximum units and commercial square footage shown.
Source: Compiled by Ascent in 2012 based on information from Squaw Valley Real Estate, LLC in 2012



Source: Squaw Valley Real Estate, LLC 2012; adapted by Ascent in 2012

Exhibit 3 **Concept Plan**

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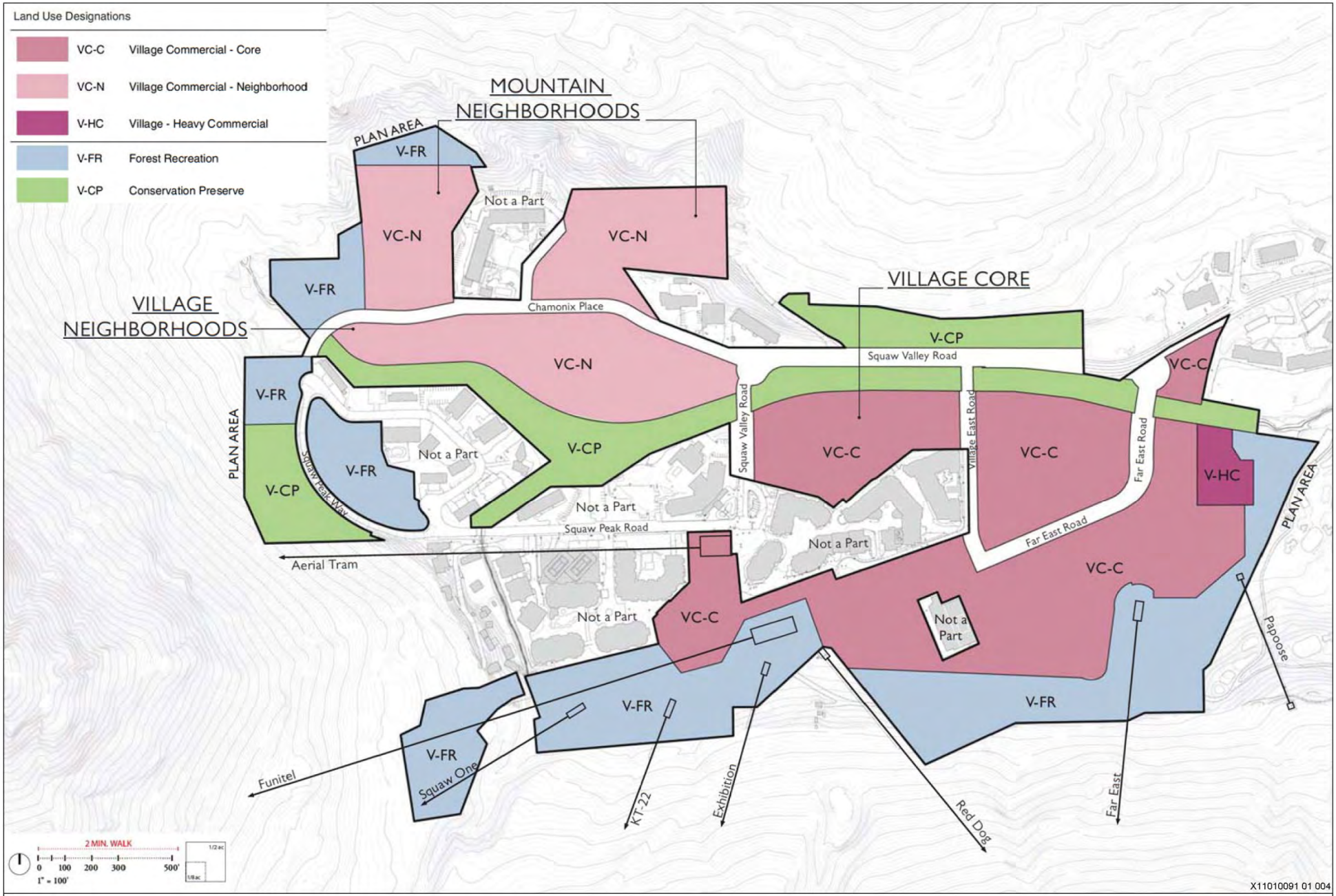


Source: Squaw Valley Real Estate, LLC 2012; adapted by Ascent in 2012

Exhibit 4 **Proposed Land Use Plan**

ASCENT ENVIRONMENTAL

1.5.2 VILLAGE OPEN SPACE NETWORK

The Village open space network establishes a network of natural and pedestrian oriented open space areas that weave through Village areas while maximizing views of the surrounding mountainsides, forest, and meadow. The basic components of this network include:

- **Primary pedestrian corridors** – The main pathways that interconnect all neighborhoods within the Village;
- **Secondary pedestrian corridors** – The smaller passageways, alleys, and lanes within each Village neighborhood;
- **Gathering spaces** – The snow beach (southern edge of plan area), plazas, courtyards, and event venue spaces along the pedestrian corridors; and
- **Landscape Corridors and Buffers** – Landscaped open spaces within neighborhoods that provide visual buffers and links to the surrounding forested areas.

These components are illustrated in Exhibit 5.

1.5.3 CIRCULATION AND PARKING

The Specific Plan's roadway hierarchy and structured parking system would be designed to be pedestrian oriented, allowing arriving resort visitors to park quickly and stay at the resort without the need for a car. The proposed circulation plan is presented in Exhibit 6.

PROPOSED ROADWAY SYSTEM IMPROVEMENTS

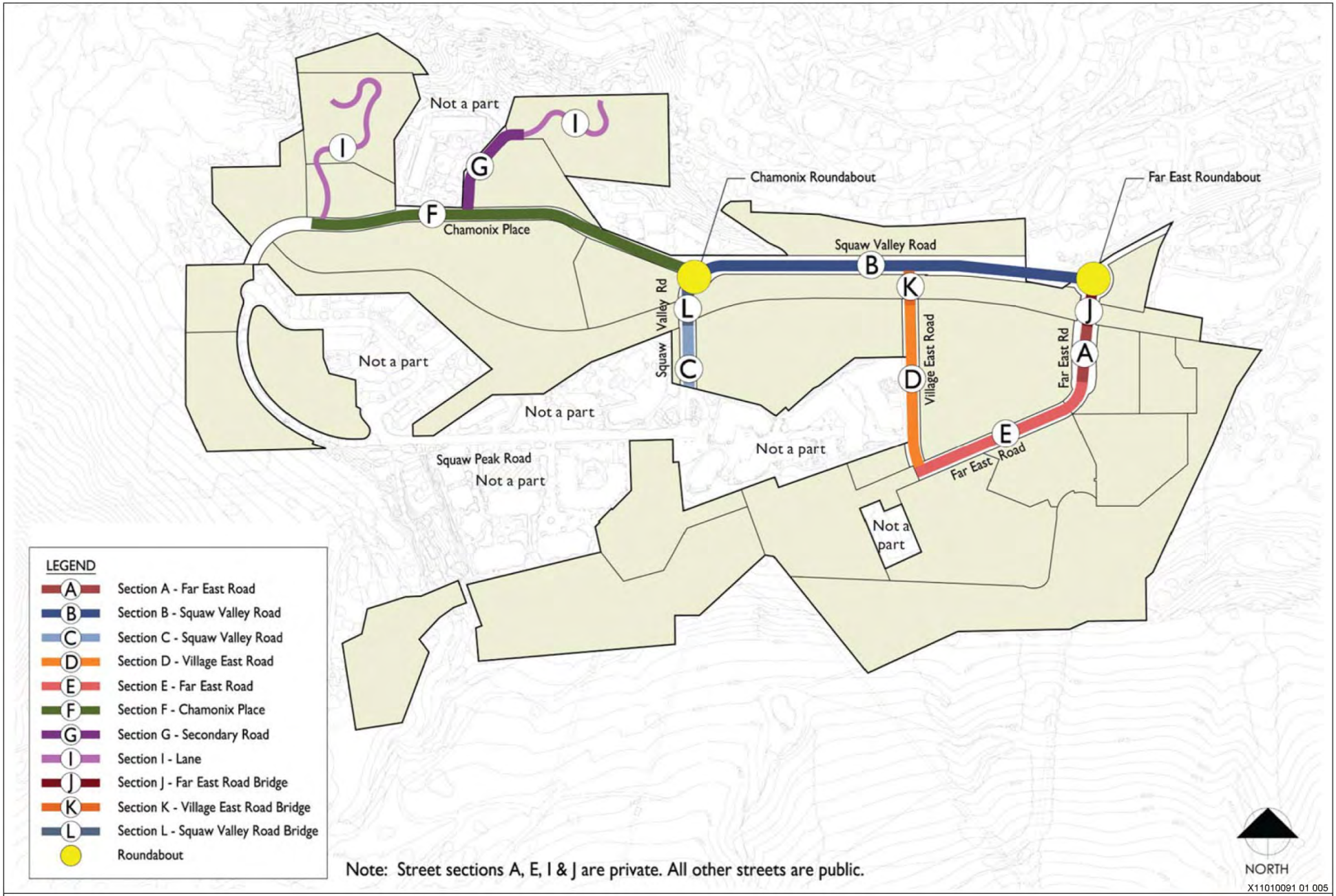
Squaw Valley Road would be improved on the eastern boundary of the plan area with the addition of an entry roundabout at the intersection of Far East Road. From this point, the roadway will be striped with two 12-foot travel lanes, a 12-foot two way left turn lane (TWLTL), and 7-foot shoulders (plus 3-feet to back of curb). The TWLTL would become the left turn pocket at Village East Drive and could be used as the acceleration lane for westbound turn movements from Village East Road onto Squaw Valley Road. The Chamonix roundabout would be located at the intersection with Chamonix Place, from which Squaw Valley Road would continue southward into the resort core. The proposed Transit Center would be located along this segment of Squaw Valley Road.

Far East Road, Village East Road, and Chamonix Place would be designated primary roads within the plan area. At the most easterly portal, the Far East Road entry would serve the new mountain teaching and skier services facility, as well as provide primary access to public day visitor parking beneath the development. Far East Road would be four lanes wide to accommodate parking garage traffic from the Far East roundabout on Squaw Valley Road. South of Squaw Creek, two lanes would provide direct access to the day visitor parking level, while the remaining two lanes would provide access to lodging parking and the surface street. It would cross over Village East Road to a western terminus near the Funitel (a gondola-type high capacity ski lift). Village East Road would provide direct additional access to parking and to the primary snow beach (the southern edge of the plan area) locations in the Village, including the existing Funitel and the main recreation amenities at the existing Red Dog chair lift site. Squaw Valley Road would continue south from the Chamonix roundabout leading to the Transit Center and the Funitel Plaza mountain portal. This would be the closest arrival point to the Village Core, and would provide a prioritized drop-off point for public transportation. Chamonix Place would be the main road accessing the western Village Neighborhoods, and would lead to secondary roads and lanes serving these areas.

Source: Squaw Valley Real Estate, LLC 2012; adapted by Ascent in 2012

Exhibit 5

Pedestrian and Open Space Network



Source: Squaw Valley Real Estate, LLC 2012; adapted by Ascent in 2012

Exhibit 6

Proposed Circulation Plan

ASCENT ENVIRONMENTAL

BICYCLE FACILITIES

The existing Class I bicycle path located on the southern side of Squaw Valley Road east of Far East Road would be extended westward through the Village along the south side of Squaw Creek. Multiple pedestrian and bicycle connections would be provided into the Village Core and linked to the Granite Chief Trailhead. From the Village, a series of radiating pedestrian thoroughfares and Class II bicycle paths would link the easternmost snow beach with the westernmost Village Neighborhoods and the major valley-wide bike path. Bicycle racks would be provided at three main locations throughout the Village as well as at the Granite Chief Trailhead and at all major lodging properties.

EMERGENCY VEHICLE ACCESS

Emergency Vehicle Access (EVA) routes within the plan area would provide secondary access to structures or land uses when needed. The required width of any EVA's would be determined by the Squaw Valley Fire Department.

PARKING

Parking in the plan area would be provided in a variety of facilities. Most parking would be constructed partially below ground level as a podium parking level or levels under proposed structures. Podium levels would be partially or entirely above ground level, comprising the first level or levels at the bottom of the building.

A portion of the parking directly beneath lodging and resort residential buildings would be reserved for guests/residents. Operational vehicles and employees would be accommodated on a space available basis. Under much of the plan area, a single layer of parking would be provided for day skier/visitors, guests of nearby lodging/residential properties, and operational vehicles.

The project also includes a multi-level parking structure near the northeast corner of the plan area (Exhibit 3) intended to primarily serve day skier/visitors.

Off-site parking areas would be provided on an as needed basis to serve day skier and employee parking needs on peak visitor days, and would be served by a shuttle bus program. The Lot 4 parking facility near the entrance to Squaw Valley will provide the key off-site parking area for use on peak days by employees and (as needed) by day skiers. In establishing other off-site parking areas, preference would be provided to lots in a regional park-and-ride program or where parking can be shared with other uses (such as schools and marinas) that would likely have space available on peak ski days. Other new off-site parking facilities may be constructed, though the project applicant has not identified any other off-site parking locations at this time.

Parking demand rates have been developed based on existing code, observed parking needs in similar resort areas, and detailed surveys of parking patterns in Squaw Valley. Parking facilities would be managed flexibly in response to changes in parking demands, and to accommodate project parking needs on-site on all but the busiest four days of the ski season. The overall parking supply is proposed to accommodate at least 10,678 daily skiers in any ski day, through all phases of development.

1.5.4 PUBLIC SERVICES AND UTILITIES

The proposed project would require the provision of public services and utilities to provide necessary services to future tourist, resort residential, and commercial uses within the plan area. Law enforcement would continue to be provided by the Placer County Sheriff's Department and Squaw Valley Public Services District (SVPSD) would continue to provide ambulance and fire service. Electrical, solid waste, and propane service would also continue

with existing providers. The following public services and utilities are described in more detail below: water supply (potable and irrigation), wastewater (collection, treatment, and disposal), and storm drainage.

WATER SUPPLY

Potable and irrigation water is proposed to be provided by SVPSD. A Water Supply Assessment (WSA) will be prepared under the direction of SVPSD for this project. If water supplies are provided by SVPSD, it is anticipated that the project applicant and SVPSD will enter into a service agreement.

Water would be delivered to the plan area from strategically placed wells that would work in concert with existing wells in the Valley. Existing wells would be utilized where feasible. It is anticipated that several of the existing well sites within the project area would be relocated to accommodate the project. Water would be distributed within the plan area via looped pipelines generally located within the roadway system and pedestrian network. The proposed project would include adequate water storage facilities to store water for peak day demand plus fire flows for the plan area. Results of the WSA and potential future agreements with SVPSD would determine whether any new above-ground water storage facilities are required. If needed, new storage facilities could be located to provide gravity flow with sufficient pressure to serve the project and work in conjunction with the existing one million gallon tank just north of the plan area.

The project proposes to include water conservation measures to reduce the project's overall water demand. Water conservation measures would include incorporation of a grey water system to collect and treat water from baths, showers, hand basins, and washing machines for landscape irrigation use and for flushing toilets. Other water conservation measures include minimization of water intensive landscaping, use of moisture sensing irrigation controllers, use of high-efficiency indoor water fixtures, and use of recirculating hot water systems.

WASTEWATER

SVPSD owns and operates the wastewater collection system that serves Squaw Valley. The proposed project would connect to existing SVPSD transmission lines. The Tahoe Truckee Sanitation Agency (TTSA) would provide wastewater treatment, at its existing water reclamation plant, for the proposed project. New gravity wastewater lines would be installed to serve the plan area. These pipelines would generally flow from west to east, and would tie into the SVPSD main trunk sewer system, which extends from the plan area, crosses under SR 89 and the Truckee River, and discharges into the TTSA Truckee River Interceptor (TRI) located along the Truckee River to the reclamation plant.

STORM DRAINAGE

On-site drainage improvements would consist of a combination of conventional subsurface and surface drainage systems and construction of pipe and open channel conveyance systems. Stormwater would be discharged at or near existing outfalls into the creek corridor. Vegetated swales, soft armoring, mechanical storm filters, structural interceptors, and other Best Management Practices would be utilized at pipe outfalls or other appropriate locations for water quality management, and to convey stormwater runoff to receiving waters while minimizing impacts to open space resources.

1.5.5 RESOURCE MANAGEMENT

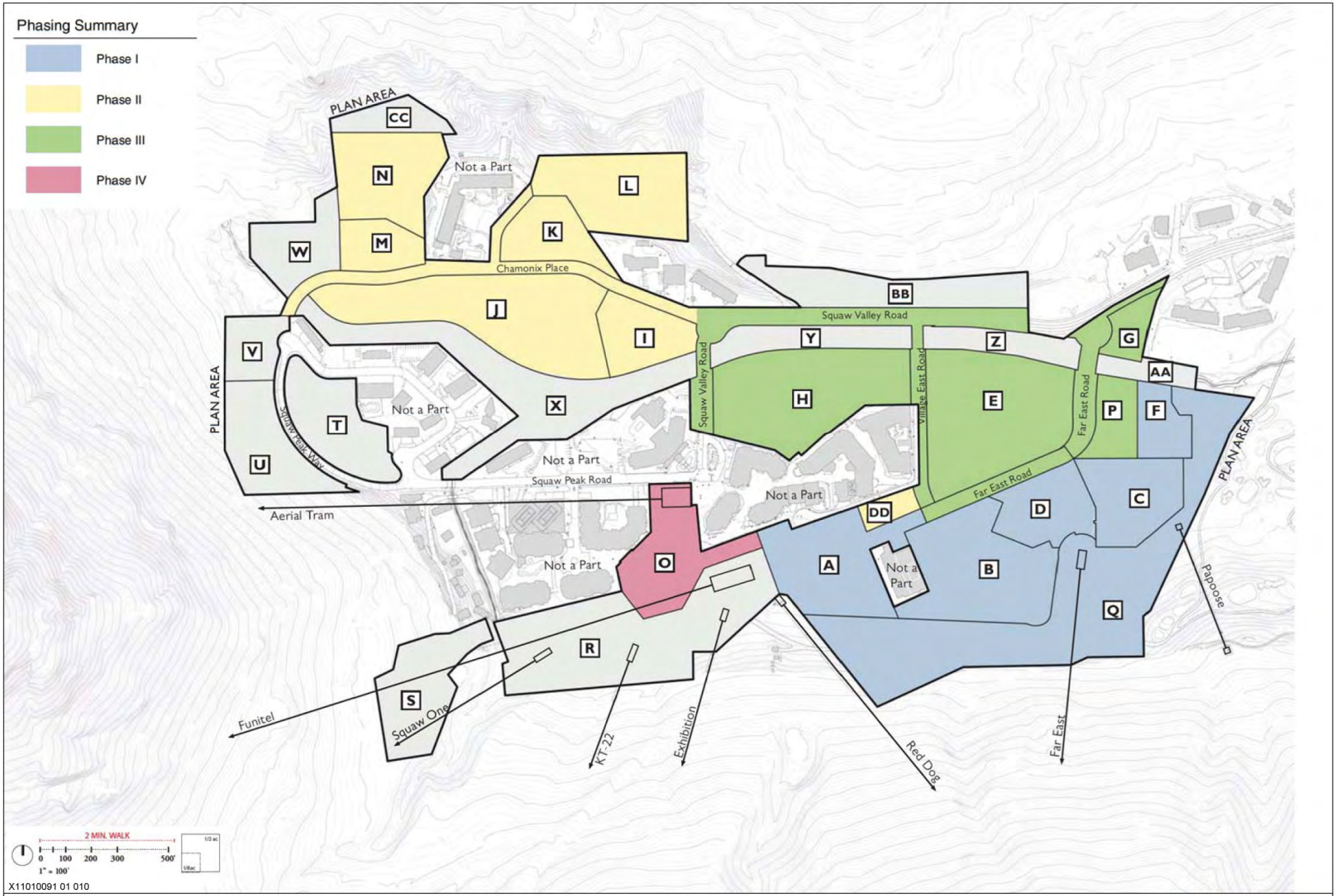
The Specific Plan includes goals, policies, and design features which are intended to protect and enhance the natural resources within the plan area. Examples include designation of Squaw Creek corridor as Village – Conservation Preserve and limiting future activities within the corridor to those that improve the creek (this

component is described in more detail below); prohibition of construction of buildings and structures (other than bridges) within the Squaw Creek corridor; avoidance of wetlands within the 100-year floodplain to the extent feasible; including low impact development (LID) features to avoid degradation of water quality; protocol special-status species surveys of vegetated areas prior to development; avoiding and/or compensating for tree loss; special treatment of potential historic resources; encouraging all new and remodeled structures to exceed current California State Title 24 energy-efficiency requirements by at least 15%; encouraging new commercial construction over 10,000 sf to incorporate renewable energy generation to provide at least 50% of the project's needs; and orienting, massing, and fenestrating buildings to maximize effective daylighting.

As noted above, the Specific Plan designates the Squaw Creek corridor as Village – Conservation Preserve. To offset impacts associated with sediment deposition at the downstream end of flood control channels, as well as incoming sediment from the Olympic Channel, the Specific Plan includes establishment of a sediment management and removal program at the confluence of the North and South Forks of Squaw Creek. Based on estimated sediment transport and delivery rates, sediment removal would likely occur every 2 to 5 years, with the goals of reducing sediment supply to downstream areas and maintaining flood conveyance, consistent with the Squaw Creek Sediment Total Maximum Daily Load (TMDL), County Flood Control guidelines, the Lahontan Basin Plan, and stream restoration alternatives developed by Placer County and the Friends of Squaw Creek. In addition, the Conservation Preserve would be widest at the downstream (east) end of the plan area. This could include land north of Squaw Creek (outside of the plan area) which is now owned by Squaw Valley (formerly owned by Poulsen Land Company). The proposed width would allow for floodplain restoration, sediment deposition, and active sediment management/removal at the confluence of the Olympic Channel and Squaw Creek. The proposed Conservation Preserve and restored floodplain width is consistent with restoration alternatives identified and developed by the Friends of Squaw Creek and Placer County, and would be designed to include grade control structures and oxbow depression features for water retention, groundwater recharge, and for collection and management of coarse sediment. Channel capacity would be increased in these areas, offsetting potential impacts to the 100-year floodplain. Floodplain wetlands would be created, enhancing functionality and acreage of wetlands in this portion of the plan area, and helping to mitigate for potential impacts to wetlands and waters of the United States and State of California associated with implementation of the Specific Plan.

1.5.6 PROJECT PHASING

The overall phasing strategy is presented in detail below and illustrated in Exhibit 7. The project phasing plan has been structured to provide improvements in each phase that would support the proposed level of phase development. The infrastructure requirements for each phase would include all on-site backbone infrastructure and off-site facilities necessary for the build-out of each phase. These improvements include roadways, sewer, water, storm drainage, dry utilities, bike paths and trails, and other facilities and improvements. All non-backbone (in-tract) facilities for sewer, storm drainage, water, and dry utilities will be installed as part of specific project improvements. The proposed project is projected to be built-out over 12–15 years.



Source: Squaw Valley Real Estate, LLC 2012; adapted by Ascent in 2012

Exhibit 7 **Phasing Plan**

ASCENT ENVIRONMENTAL

More details are available concerning the first phase of development (Phase I) than subsequent phases. The analysis of Phase I will be correspondingly more detailed than the analysis of later phases, which will be analyzed at a program level. The EIR will, however, describe and analyze the impacts of the whole of the project, including all phases of development.

PHASE I PROJECT

The first phase of the proposed Village at Squaw Valley Specific Plan (the Phase I Project), located in the southeast portion of the plan area (Exhibit 8), would include a range of lodging and recreational amenities. The Phase I Project would be anchored by three condominium-hotels (condo hotels) with different lodging options ranging from family-friendly to luxury accommodations. Up to 390 condo hotel resort residential units would be permitted as part of Phase I. Each condo hotel unit would have an owner (or multiple owner in a "timeshare" or fractional ownership scenario), and units with more than one bedroom could have an extra bedroom or bedrooms "locked off" and used as a hotel room when not occupied by an owner. Therefore, use could range from 390 single and multiple-room condominium units up to a combined 788 condominium and hotel rooms if all rooms that could be locked off were locked off and occupied.

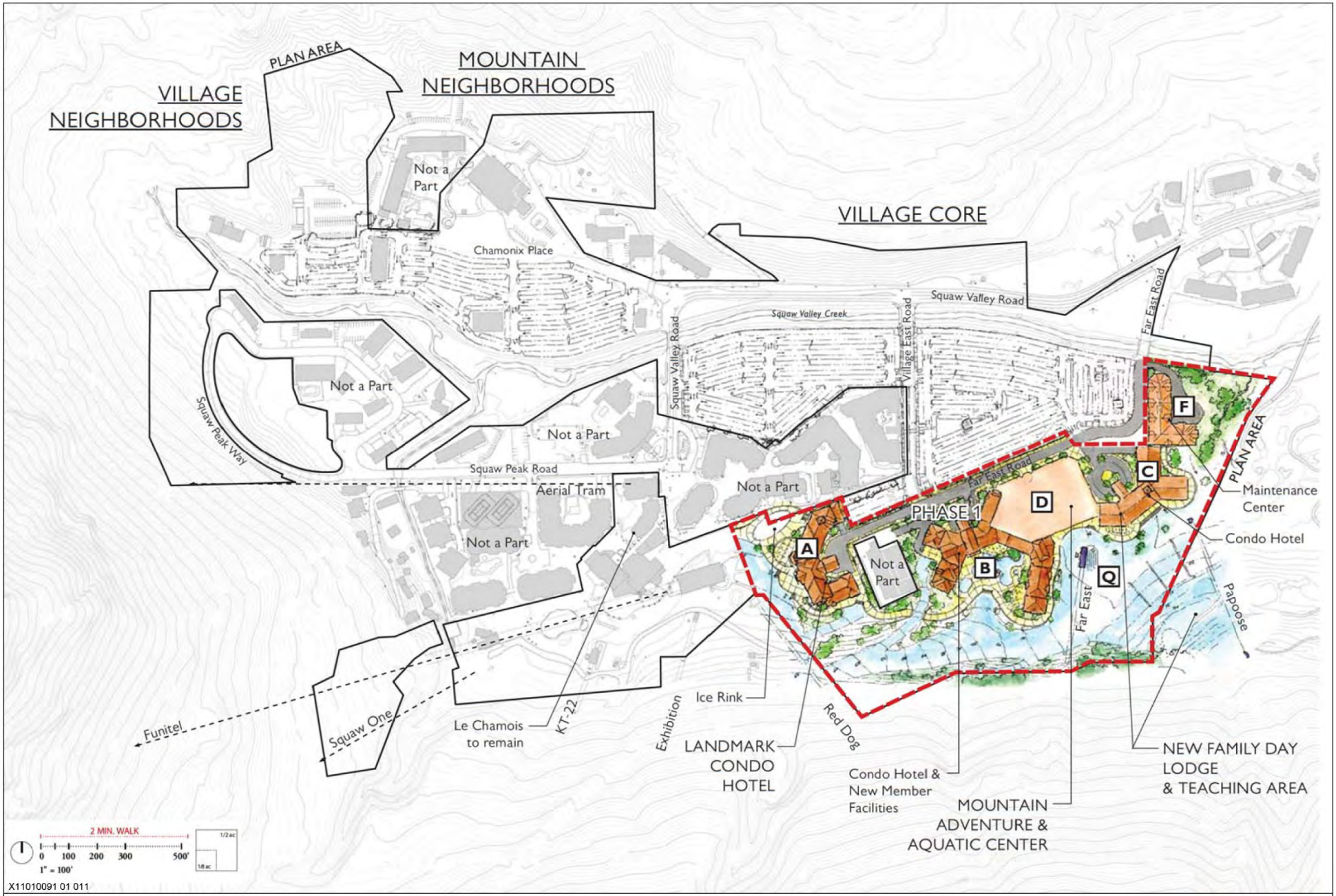
The proposed resort residential and other uses proposed as part of the Phase I Project are shown in Table 1-4. Also see Exhibit 9. These numbers represent the maximum allowable development within each Phase I parcel. The actual number of units and/or square footage would be equal to or less than the amounts shown in Table 1-4.

Table 1-4 Phase I Project: Resort Residential and Other Uses by Parcel

Use	Parcel A	Parcel B	Parcel C	Parcel D	Parcel F	Total
Resort Residential (Units)						
Units	142	164	76	-	-	**390**
Keys[1]	297	321	170	-	-	**788**
Other Uses (Square Feet)						
Condo Hotel[2]	219,802	257,966	121,993	-	-	**599,761**
Mountain Adventure and Aquatic Center	-	-	-	132,000	-	**132,000**
Retail	10,560	-	-	-	-	**10,560**
Food & Beverage	10,604	5,104	3,050	-	-	**18,758**
Ski Services[3]	350	8,850	26,365	-	56,456	**92,021**
Members Facilities	-	26,860	-	-	-	**26,860**
Meeting Space	4,700	-	-	-	-	**4,700**
Hotel (other than units/rooms)[4]	12,870	6,300	5,036	-	-	**24,206**
Total Square Feet	**258,886**	**305,080**	**156,444**	**132,000**	**56,456**	**908,866**

Notes:
Parcel Q is not included in this table because it does not include any new development.
[1] Keys exceed units because a portion of the 2- and 3-bedroom condos would be periodically locked off to create individual rooms (keys)
[2] Condo Hotel square footage includes units/keys only.
[3] Ski Services includes public lockers, restrooms, first aid/medical clinic, rentals and sales, tickets, and food service for skiers on Parcels A through C. The majority of these uses would replace existing facilities that would be removed as part of the project. Parcel F would house relocated maintenance facilities.
[4] Hotel (other than units/rooms) includes common areas, back-of-house, administration, lobbies, and similar space.
Source: Data provided by Squaw Valley Real Estate, LLC in 2012

As shown in Table 1-4, the Phase I Project includes the construction of up to 908,866 square feet (sf) of new development. Of this, approximately 119,000 sf would replace existing facilities, such as skier services (which includes operations and maintenance facilities) and the member's facilities.

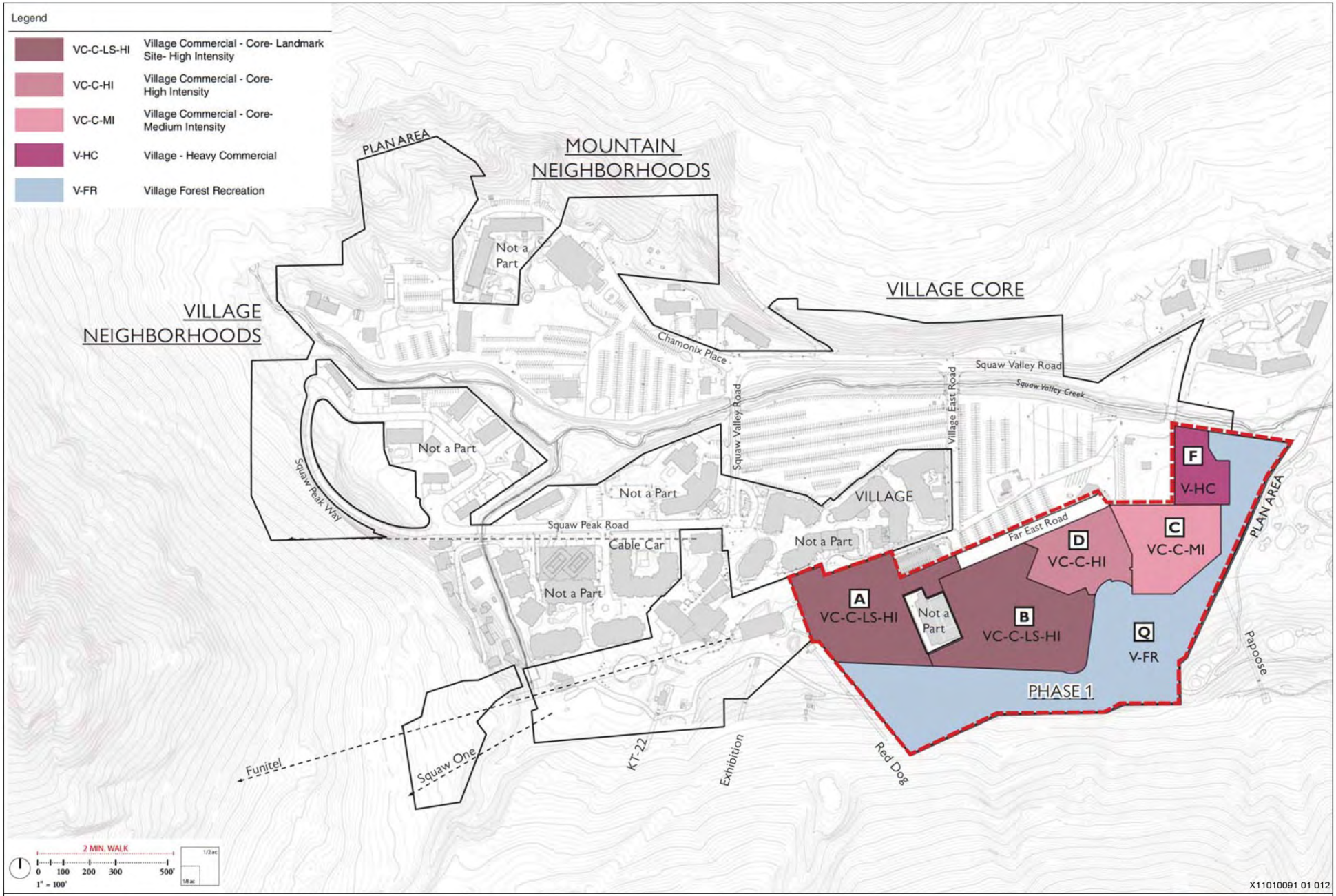


Source: Squaw Valley Real Estate, LLC 2012; adapted by Ascent in 2012

Exhibit 8

Phase I Project: Concept Plan

ASCENT ENVIRONMENTAL



Source: Squaw Valley Real Estate, LLC 2012; adapted by Ascent in 2012

Exhibit 9

Phase I Project: Proposed Land Use Plan

ASCENT ENVIRONMENTAL

BUILDING DESIGN

The massing and architecture of the Phase I Project would be an extension of the mixed-use core of the existing Village at Squaw Valley. Along the snowbeach frontage, landmark buildings would provide a strong visual and architectural framework. These buildings and their taller elements (8 to 10 stories, above a lower parking level) would punctuate the lower volumes of the existing, flanking buildings (4 to 6 stories, above a lower parking level).

SNOWBEACH INTERFACE

The Phase I Project would support development of the under-utilized snowbeach frontage along the southeastern side of the existing Village at Squaw Valley. Key components include the addition of the Mountain Adventure and Aquatic Center (MAAC) (described below) on what is now a parking lot, and the relocation of the Squaw Kids ski school to the dedicated beginner area and Papoose lift.

RECREATION AND OPEN SPACE

The Phase I Project includes the construction of an outdoor winter ice skating rink/summer performance area adjacent to the Funitel Plaza and an indoor water-focused MAAC. The MAAC would offer activities such as indoor rock climbing, water-based recreation and rides in an extensive indoor/outdoor pool system, and additional entertainment options such as a bowling alley and a multi-generational arcade. The new skating rink and MAAC would be available to both resort guests and Village residents alike on a fee for use basis.

In keeping with the central tenets of the Specific Plan, pedestrian zones would be the primary circulation element, with vehicular access limited to drop-off areas to serve the buildings as necessary. Hardscape areas and pathways would be generously sized and kept accessible year-round to encourage their use. Open space areas would be planted with native and native-adapted species to provide a visual connection to the surrounding mountain landscape.

MAINTENANCE FACILITY RELOCATION

As part of the Phase I Project, the existing Operations and Maintenance facilities (including the snow making building) would be relocated from their current locations to the northeastern corner of the Phase I Project site. Direct access to the snowbeach from the east would be maintained for lower mountain grooming equipment. The relocated facilities would also include ski patrol and mountain operations.

WATER SUPPLY

The Phase I Project is estimated to have a water demand of approximately 85 acre-feet per year. Water supply for the Phase I Project would be provided by the SVPSD from wells that would ultimately be part of the well field developed for the full Specific Plan. It is anticipated that two to three new wells would be required for the Phase I Project, and that one or more existing wells would be relocated. Water would be distributed within the Phase I Project site by connecting to existing pipelines and constructing new pipelines to form a looped system. The pipelines would generally be located within the roadway system and pedestrian network. Adequate storage facilities would be provided to support the Phase I Project and would be sized for maximum day demands, plus fire flow. It is not known at this time if the Phase I Project could be served from the existing one million gallon tank just north of the Specific Plan area, or if a new storage facility would be required.

OTHER IMPROVEMENTS

Roadway improvements associated with the Phase I Project include possible minor structural enhancements to the Far East Bridge (depending on results of bridge inspection); installation of bike lane and shoulders, curb and gutter, and walkways on the majority of Far East Road and Village East Road; and improved entryway with two drive aisles with on-street parking. Approximately 725 parking spaces for the Phase I Project would be located in ground-level garages under each of the condominium hotel buildings. An additional 32 surface spaces would be provided outside of Phase I, but within the plan area, for MAAC employees. Day-skier parking would continue to be accommodated in surface lots surrounding the Village to the north and west in Phase I. On the busiest days, it may be necessary to provide some off-site parking. An off-site parking site has been identified (Lot 4) northwest of the intersection of Squaw Valley Road and Tavern Circle (across from the SVPSD offices and Fire Station). Lot 4 could provide up to 541 parking stalls.

PHASE II – VILLAGE NEIGHBORHOODS

The Village Commercial Neighborhood and the Village Mountain Neighborhood would be developed in Phase II to provide additional variety in resort residential unit types for the Squaw destination guests including hotels, condo hotels, timeshares, fractional ownership single-family and multi-family units, and retail and commercial uses. Development of these sites would displace surface parking, which would be replaced by podium parking beneath proposed residential, condo/hotel, and commercial buildings. Phase II includes the development of VC-N sites I, J, K, L, M, and N (see Exhibit 7).

PHASE III – VILLAGE CORE

Most of the new Village Core lodging and commercial would be completed in Phase III, expanding the Village to the north and east. These sites would displace surface parking spaces, which would be replaced by podium parking with the new lodging and commercial above. Phase III includes the development of VC-C sites E, G, H, and P (see Exhibit 7).

PHASE IV

The last remaining site in the Village Core would be developed in Phase IV. The existing Olympic House (site O) would be replaced by a major condo hotel as a new landmark for the Village and the resort.

1.5.7 CONSTRUCTION

Construction activities associated with project development would include demolition of existing structures, grubbing/clearing of on-site areas, excavation and relocation of soil on the site, backfilling and compaction of soils, construction of utilities (i.e., potable water conveyance, wastewater conveyance, storm water drainage facilities, underground electrical, and propane facilities), and construction of proposed buildings associated with resort residential and commercial land uses. With the exception of any off-site parking areas (if construction is required), potential off-site employee housing, and the potential for off-site utility infrastructure (e.g., new wells and connecting pipelines), all construction activities would take place within the approximately 101-acre site. Construction equipment would vary day-to-day depending on the project phase and the activities occurring, but would involve operation of scrapers/earthmovers, wheeled dozers, water trucks, fork-lift, wheeled loaders, and a motor grader. Construction workers would access the site via Squaw Valley Road and SR 89. The project would be developed in four phases, as described in Section 1.5.6, “Project Phasing.” Following initial site preparation (grubbing, clearing, grading), building construction would commence. Construction of the project is anticipated

to begin spring 2014 and would be phased over 12–15 years depending on the timing of project approvals, market conditions, and environmental factors (e.g., snow fall).

1.6 POTENTIAL PERMITS AND APPROVALS REQUIRED

Several agencies will be involved in the consideration of proposed project elements. As the lead agency under CEQA, Placer County is responsible for considering the adequacy of the EIR and determining if the overall project should be approved.

1.6.1 REQUESTED COUNTY ACTIONS AND ENTITLEMENTS

The project applicant requests adoption of a Specific Plan. The proposed Specific Plan includes a land use concept plan, development standards, and design guidelines for development of the Specific Plan area. Specifically, the project applicant is requesting the following actions and planning entitlements from Placer County:

- Certification of a Final Environmental Impact Report;
- Amendment of the *Placer County General Plan* (1994);
- Amendment of the *Squaw Valley General Plan and Land Use Ordinance* (1983);
- Rezone of the proposed Specific Plan area to include the Specific Plan (SPL) zoning designation;
- Adoption of the proposed Specific Plan;
- Approval of a Development Agreement;
- Approval of a Large-Lot Tentative Subdivision Map; and
- Phase I Project-Level Entitlements:
  - Small-Lot Tentative Subdivision Maps
  - Conditional Use Permit

1.6.2 OTHER APPROVALS

Permits and approvals may be required from the following federal, state, and local agencies for construction of the proposed project:

FEDERAL

- **U.S. Army Corps of Engineers**: Compliance with Section 404 of the Clean Water Act if discharge of fill to Waters of the U.S. occurs and /or if any wetlands are identified and cannot be avoided by the proposed project; compliance with Section 106 of the National Historic Preservation Act (NHPA), in coordination with the California State Office of Historic Preservation, if eligible cultural or historic resources are affected.
- **U.S. Environmental Protection Agency**: Concurrence with Clean Water Act Section 404 permit.
- **U.S. Fish and Wildlife Service**: Potential compliance with Section 7 of the federal Endangered Species Act (ESA).

STATE

- **California Department of Fish and Game, Region 2**: Compliance with the California ESA; potential permits under Section 2081 of the Fish and Game Code if take of listed species is likely to occur; Section 1602 streambed alteration agreement if any construction activities occur within the bed or bank of Squaw Creek.
- **California Department of Transportation, District 3**: Encroachment permit.
- **California State Office of Historic Preservation**: Compliance with Section 106 of the National Historic Preservation Act (in coordination with the U.S. Army Corps of Engineers if a Clean Water Act Section 404 permit is needed).
- **Lahontan Regional Water Quality Control Board**: National Pollutant Discharge Elimination System (NPDES) construction stormwater permit (Notice of Intent to proceed under General Construction Permit) for disturbance of more than 1 acre, discharge permit for stormwater, and Clean Water Act Section 401 water quality certification or waste discharge requirements.

LOCAL

- **Placer County Air Pollution Control District**: Authority to construct (for devices that emit air pollutants); permit to operate; Air Quality Management Plan consistency determination.
- **Placer County Department of Public Works:** Encroachment Permit.
- **Squaw Valley Public Service District:** Utilities and Infrastructure Plans; Development Agreement.
- **Tahoe-Truckee Sanitation Agency:** Utilities and Infrastructure Plans.

2 INITIAL STUDY ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION	
1. Project Title:	Village at Squaw Valley Specific Plan and Phase I Project
2. Lead Agency Name and Address:	Placer County, Planning Services Division, 3091 County Center Drive, Auburn, CA 95603
3. Contact Person and Phone Number:	Alex Fisch, Senior Planner, (530) 745-3081
4. Project Location:	Approximately 101 acres in Squaw Valley, in northeastern Placer County
5. Project Sponsor's Name and Address:	Squaw Valley Real Estate, LLC, 1901 Chamonix Place, Olympic Valley, CA 96146
6. General Plan Land Use Designation:	Low Density Residential, High Density Residential, Heavy Commercial, Village Commercial, Forest Recreation, Conservation Preserve
7. Zoning:	Various, consistent with General Plan
8. Description of Project:	See Chapter 1, "Project Description"
9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)	See Chapter 1, "Project Description"
10: Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	See Chapter 1, "Project Description"

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☒ Agriculture and Forest Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology / Soils
☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☒ Hydrology / Water Quality
☒ Land Use / Planning	☐ Mineral Resources	☒ Noise
☒ Population / Housing	☒ Public Services	☒ Recreation
☒ Transportation / Traffic	☒ Utilities / Service Systems	☒ Mandatory Findings of Significance
		☐ None With Mitigation

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☐ I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☒ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

10/9/12

Date

Alex Fisch

Printed Name

Senior Planner

Title

Placer County, Planning Services Division

Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including onsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

2.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
I. Aesthetics. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

2.1.1 ENVIRONMENTAL SETTING

Aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. Depending on the extent to which a project's presence would negatively alter the perceived visual character and quality of the environment, aesthetic impacts may occur.

This analysis is based on review of site plans and aerial photographs of the project area as well as a site visit conducted on February 28, 2012. Photographic simulations of the proposed project are currently being prepared and will be provided in the EIR.

The project area is characterized by steep mountain slopes and a relatively flat high mountain meadow. Three major peaks dominate the western edge of Squaw Valley: Granite Chief (9,050 feet), Emigrant Peak (8,700 feet), and Squaw Peak (8,885 feet). The Valley floor is situated at approximately 6,200 feet above mean sea level (msl). The majority of the Valley floor is composed of a flat, open meadow and golf course traversed by numerous natural drainage channels of Squaw Creek, which empties to the Truckee River. The western portion of the Valley floor is developed with ski facilities and associated lodging and resort facilities. The Valley floor is visually and physically separated from other surrounding areas.

The plan area is located within a visually appealing landscape, with mountainous terrain dominating much of the viewshed, including surrounding pockets of developed areas (primarily residential and commercial). A large asphalt parking lot makes up a majority of the approximately 101-acre plan area. The plan area is generally bounded by Squaw Valley Road to the north, beyond which are residential and commercial land uses; the ski lifts and related ski operations to the south and west; lodging, single-family residences, and undisturbed areas to the west; and the meadow and golf course to the east. The surrounding mountains, particularly in locations with ski runs, are snow covered in the winter. In the summer, the ski infrastructure, including modified mountain slopes where trees have been removed, can detract from the overall visual character. Nevertheless, even with modified slopes, the valley and mountain viewshed is visually appealing.

Squaw Valley Road provides access to the plan area and is a designated scenic roadway by Placer County. State Route (SR) 89, which is an eligible state scenic highway by the California Department of Transportation (Caltrans), is located approximately two miles east of the plan area. However, the plan area is not visible from SR 89.

2.1.2 DISCUSSION

a) Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. As described in the *Placer County General Plan* (Policy 1.K.1), Placer County considers resources such as river canyons, lake watersheds, scenic highway corridors, ridgelines, and steep slopes to be valuable scenic resources (Placer County 1994a). The project area contains views of ridgelines, steep slopes, and other features that would be considered scenic resources, providing scenic vistas from several viewpoints.

The proposed project includes development of a Village Core, which would include several buildings ranging in height from 2 to 10 stories, or from 40 to 140 feet tall. Some buildings will also have one or two podium parking levels, with the maximum height of podium parking being 21 feet above grade. Therefore, overall building heights will range from 40 feet (2 stories with no podium parking) to 154 feet above ground level (tallest 10-story building with anticipated 14 feet of podium parking above grade). Exhibit 10 shows proposed building elevations. Development of the proposed project would primarily replace surface parking lots with multi-story buildings and would alter views of the mountains and ski slopes visible to the south and west from Squaw Valley Road. The applicant has expressed the intent to build a project that anchors "the Village to the mountain environment through the use of a diversity of architectural expression, retention of mountain views, and the establishment of a robust pedestrian open space network" (Squaw Valley Real Estate, LLC 2012).

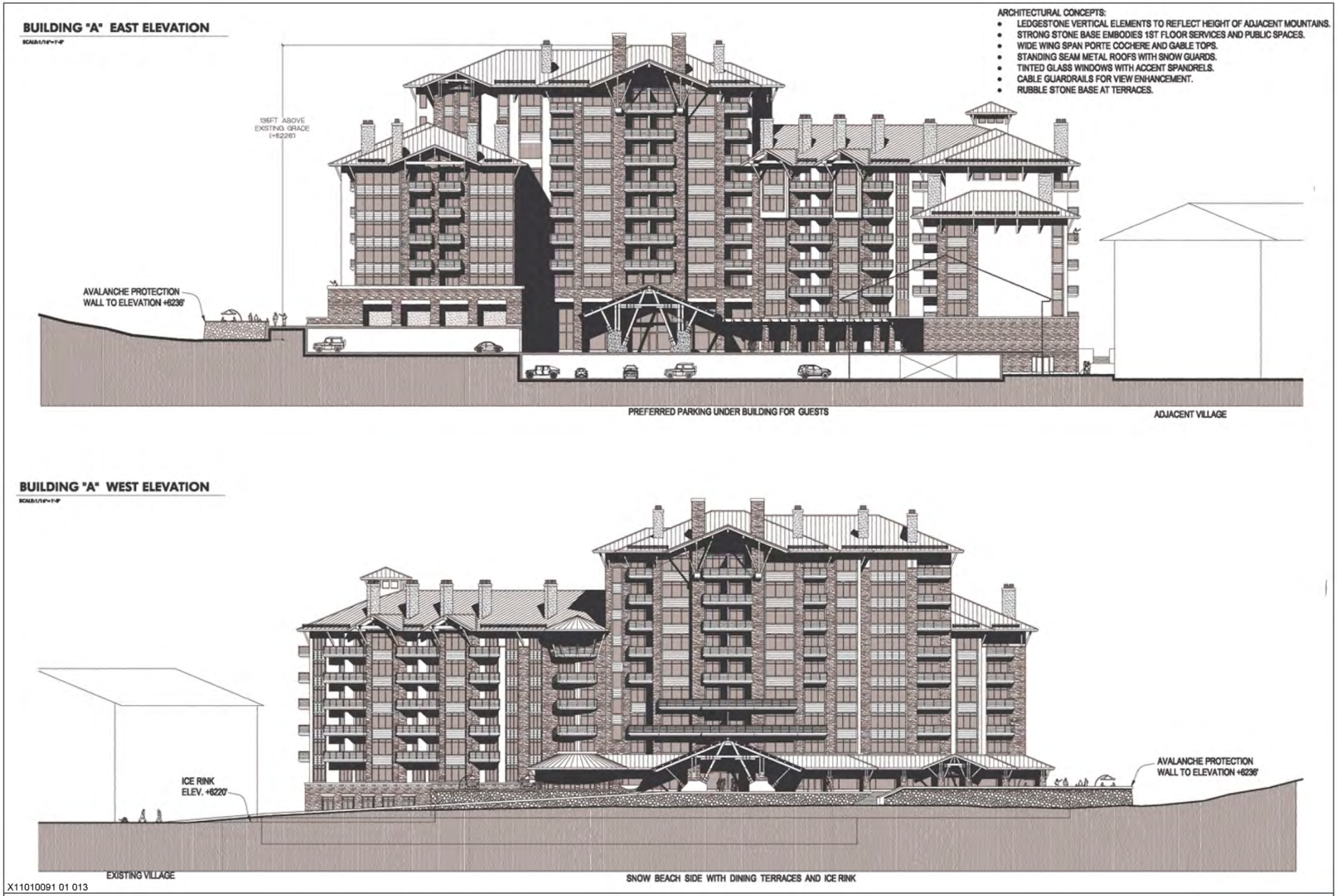
The project represents a substantial intensification of urban development in a mountain setting and may result in adverse effects to scenic vistas, particularly as viewed from Squaw Valley Road and from surrounding residential areas (to the northeast and southwest of the plan area). This impact would be potentially significant and this issue will be analyzed further in the EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Potentially Significant Impact. No designated state scenic highways exist in the project area. SR 89, located two miles to the east of the plan area, is an eligible state scenic highway (Caltrans 2011), but the plan area is not visible from SR 89. Squaw Valley Road is a designated scenic roadway by Placer County. If the project would obstruct a scenic vista or view open to the public from Squaw Valley Road, a potentially significant impact could result. This issue will be analyzed further in the EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The plan area is located in an area of northeastern Placer County that is surrounded by a striking visual landscape, with jagged peaks, meadows, creeks/rivers, and forests dominating the viewshed. Notwithstanding its natural alpine surroundings, the plan area itself is mostly developed/disturbed with a majority containing surface parking lots and other developed uses. A few older buildings (built to support the 1960's Olympics and the ski resort) and support structures (such as the snow



Source: Squaw Valley Real Estate, LLC 2012; Adapted by Ascent in 2012

Exhibit 10

Building Elevations

making building) are scattered through the parking lots. Development of the proposed project would change the existing visual character of the developed portion of the site from a flat, asphalt parking lot and several small buildings into an intensively built-up environment with large buildings (ranging in height from lower rise to 2 to 10 stories), parking structures, roadways, and walkways. The architectural style of the buildings, expected to bring visual interest through use of high quality materials, handcrafted appearances, and diversity of design within unifying concepts, is expected to add visual interest to the site, but would also substantially change its appearance. Because most of the plan area has already been paved and/or developed and because one intent of the project is to provide a diversity of architectural expression, the project may or may not degrade the existing visual quality of the site relative to its existing condition. Nonetheless, because the proposed project has the potential to adversely impact the visual character of the site depending upon building height, design, density, location, materials, lighting, and landscaping, this impact is considered to be potentially significant, and this issue will be analyzed further in the EIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. New sources of light and glare would be created by lighting of roadways, parking lots, and resort residential/lodging and commercial areas within the plan area. Glare could also be created by the use of reflective exterior building materials. This would substantially increase the amount of light and glare in the plan area relative to current conditions, and could adversely affect nighttime views, increasing “sky-glow” and disturbing residents of adjacent areas. Therefore, this impact would be considered potentially significant, and this issue will be analyzed further in the EIR.

2.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
II. Agriculture and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☒	☐	☐	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☒	☐	☐	☐
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☒	☐	☐	☐

2.2.1 ENVIRONMENTAL SETTING

The California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP) classifies agricultural land in eight categories based on soil quality and irrigation status. FMMP data is not available for the portion of Placer County in which the project would be located, because there is no farmland in this area.

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of preserving agriculture and restricting unnecessary conversion to urban uses. Under the contract, landowners receive reduced property tax assessments based on the property's value for farming and open space uses as opposed to full market value. As noted above, there is no farmland in the project area, and neither the plan area nor surrounding sites are under a Williamson Act contract.

"Forest land" is defined in Public Resources Code (PRC) Section 12220(g) as:

> land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

The *Squaw Valley General Plan and Land Use Ordinance* (Placer County 1983) contains a land use designation for Forest Recreation (FR) to retain the general character of the forest environment while also permitting active recreational development. Land under this designation is primarily considered too steep or contains serious development constraints that prohibit residential or commercial development. The intent of this designation is to establish areas where public or private recreation facilities can be developed to meet year-round recreation needs of both the residents and tourists. Uses could include picnic areas, hiking trails, ski trails, parks, and outdoor amphitheaters, as well as parking for ski facilities. Of the approximately 101-acre plan area, 19.1 acres are designated Forest Recreation.

"Timberland" is defined in PRC Section 4526 as:

> land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others.

Placer County (1994a) has established a zoning designation for Timberland Production (TPZ) to encourage prudent and responsible forest resource management and the continued use of timberlands for the production of timber products and compatible uses. The TPZ district is intended to be an exclusive area for the growing and harvesting of timber and those uses that are an integral part of a timber management operation. Squaw Valley, including the plan area, does not contain land that is zoned Timberland Production.

2.2.2 DISCUSSION

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project would not be located on or adjacent to farmland; therefore, the project would not convert farmland to non-agricultural use. No impact would occur.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The project would not be located on or adjacent to farmland or land associated with a Williamson Act contract; therefore, the project would not conflict with zoning for agricultural use or a Williamson Act contract. No impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Potentially Significant Impact. The plan area is situated in the Sierra Nevada, surrounded by forest land; however, the project would be located mostly within a land use designation that envisions ski resort development. Of the approximately 101-acre plan area, 19.1 acres are designated Forest Recreation in the *Squaw Valley General Plan and Land Use Ordinance* (Placer County 1983). This designation is intended to retain the general character of the forest environment while also permitting active recreational development. Uses could include picnic areas, hiking trails, ski trails, parks, and outdoor amphitheaters, as well as parking for ski facilities. Moreover, to a certain extent, some tree removal could be expected to allow for this type of development. The applicant proposes rezoning of some Forest Recreation land to another use (e.g., Village Commercial) and some Village Commercial to Forest Recreation. Overall, the amount of land zoned Forest Recreation is proposed to be increased almost 9 acres, from 19.1 to 28 acres. The EIR will investigate the overall quality of lands to be rezoned to determine if timberland would be adversely affected. There is no timberland or timberland zoned Timberland Production on or adjacent to the plan area; therefore, the proposed project would have no impact related to timberland.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Potentially Significant Impact. See item c). Because the potential exists for Forest Recreation land to be rezoned and converted to non-forest use (e.g., Village Commercial), this impact would be potentially significant and this issue will be analyzed further in the EIR.

Phase I of the project is located within the existing parking lots and likely would not affect forest land, but this issue will be further investigated in the EIR.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

Potentially Significant Impact. See items a) through d). The project would not be located on or adjacent to farmland; therefore, the project would not convert farmland to non-agricultural use. No impact would occur.

Indirect impacts on forest land can occur in two ways: (1) by urban development increasing property values, or extending infrastructure, thereby placing pressure on adjacent forest land to convert to non-forest use; or (2) through land use conflicts between the proposed use and the forest use leading eventually to the diminishment of the forest use (for example, reduction of forest land as a result of ski-related deforestation).

See items c) and d). The land surrounding the plan area is largely forested. Implementation of the proposed project could result in conversion of forest land to non-forest use. Additionally, the project would have the potential to conflict with the surrounding land uses. This impact would be considered potentially significant and will be analyzed further in the EIR.

2.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				
i. Short-Term Construction	☒	☐	☐	☐
ii. Long-Term Operation	☒	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				
i. Short-Term Construction-Related Criteria Air Pollutants and Precursors	☒	☐	☐	☐
ii. Long-Term Operational-Related Regional Criteria Air Pollutant and Precursor Emissions	☒	☐	☐	☐
iii. Mobile Source Carbon Monoxide Emissions	☒	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
i. Short-Term Construction-Related Increase of any Criteria Pollutant	☒	☐	☐	☐
ii. Long-Term Operational-Related Increase of any Criteria Pollutant	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?				
i. Short-Term Construction Related Criteria Air Pollutants and Precursors	☒	☐	☐	☐
ii. Long-Term Operational Related Criteria Air Pollutants and Precursors	☒	☐	☐	☐
Toxic Air Contaminants				
i. Short-Term Construction Related Toxic Air Contaminants	☒	☐	☐	☐
ii. Long-Term Operational Related Toxic Air Contaminants	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

2.3.1 ENVIRONMENTAL SETTING

The plan area is located in Placer County, which spans three air basins; the portion of Placer County within which the plan area is located is within the Mountain Counties Air Basin (MCAB) near its eastern edge. The MCAB also includes all of Amador, Calaveras, Mariposa, Nevada, Plumas, Sierra, and Tuolumne counties, and the western portion of El Dorado County.

Air quality within Placer County is regulated by the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (ARB), and the Placer County Air Pollution Control District (PCAPCD). Each agency develops rules, regulations, and/or policies to comply with applicable legislation.

EPA and ARB have set ambient air quality standards for certain air pollutants to protect the public health and welfare. EPA has established National Ambient Air Quality Standards (NAAQS) for the following criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb). ARB has set California Ambient Air Quality Standards (CAAQS) that are the same or are more stringent than the corresponding federal standards. The CAAQS also include standards for sulfates, hydrogen sulfide, and visibility.

If an area has not achieved the NAAQS or CAAQS for any criteria pollutant, EPA and ARB classifies it as a nonattainment area for the respective criteria pollutant. A nonattainment area is required to have an air quality attainment plan (AQAP) to attain and maintain the required standards.

Placer County is currently designated as a nonattainment area for the state and national ambient air quality ozone standards, and the state PM_{10} standards (ARB 2011).

Local air quality is characteristic of the Lake Tahoe area: generally, good with some locations experiencing high pollutant concentrations during the peak-use period of winter (due to the high traffic volumes and climatic conditions). The air quality emissions generated at the plan area are primarily associated with motor vehicle traffic, maintenance equipment, some area sources (including fireplaces and other residential activities), and some stationary sources of emissions on-site (e.g., boilers, mountain facilities).

Nearby sensitive receptors include residences to the northeast and southwest of the plan area, condominiums and lodging facilities surrounded on two or more sides by the plan area, as well as a school—Squaw Valley Academy (located at 235 Squaw Valley Road, about 1.5 miles east of the plan area).

2.3.2 DISCUSSION

a) Conflict with or obstruct implementation of the applicable air quality plan?

SHORT-TERM CONSTRUCTION

Potentially Significant Impact. During construction of the proposed project, criteria air pollutant emissions would be temporarily and intermittently generated from a variety of sources. Project-related excavation and site grading activities would generate fugitive particulate matter (PM) dust emissions. Fugitive PM dust emissions are primarily associated with ground disturbance and material transport and vary as a function of parameters such as soil silt content and moisture, wind speed, acreage of disturbance area, and the intensity of activity performed with construction equipment. Exhaust emissions from diesel equipment, material transport trips, and construction worker-commute trips also contribute to short-term increases in PM emissions, but to a lesser extent. Exhaust emissions from these construction-related mobile sources would also include reactive organic

gases (ROG) and oxides of nitrogen (NO_x). In addition, the application of architectural coatings (i.e., interior and exterior surface painting) would result in off-gas emissions of ROG. Project construction of this scale could potentially conflict with PCAPCD's AQAP. Therefore, this impact is considered potentially significant and this issue will be analyzed further in the EIR.

LONG-TERM OPERATION

Potentially Significant Impact. Development of the proposed project would result in air pollutant emissions from project-generated motor vehicle trips, area sources such as propane gas consumption, and stationary sources such as boilers for building heating. Project operation could potentially conflict with PCAPCD's AQAP. Therefore, this impact is considered potentially significant and this issue will be analyzed further in the EIR.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

SHORT-TERM CONSTRUCTION-RELATED CRITERIA AIR POLLUTANTS AND PRECURSORS

Potentially Significant Impact. See item a), above. Construction-related ground disturbance, in combination with construction worker trips and delivery truck trips, has the potential to result in criteria air pollutants that exceed applicable air quality standards. Therefore, this impact is considered potentially significant and this issue will be further analyzed in the EIR.

LONG-TERM OPERATIONAL-RELATED REGIONAL CRITERIA AIR POLLUTANT AND PRECURSOR EMISSIONS

Potentially Significant Impact. See item a), above. Project operation would result in air pollutant emissions from project-generated motor vehicle trips and stationary sources. Thus, project-generated emissions from operation have the potential to violate or contribute substantially to an existing or projected air quality violation, including the nonattainment status of Placer County for ozone (ROG and NO_x) and PM_{10}. As a result, this impact is considered potentially significant and this issue will be analyzed further in the EIR.

PROJECT RELATED LOCAL MOBILE-SOURCE CARBON MONOXIDE EMISSIONS

Potentially Significant Impact. CO concentration is a direct function of vehicle idling time and, thus, traffic flow conditions. Under specific meteorological conditions, CO concentrations near congested roadways and/or intersections may reach unhealthy levels with respect to local sensitive land-uses such as residential areas, schools, and hospitals. Occurrences of elevated localized CO concentrations (i.e., "hotspots") are often associated with heavy traffic congestion, which most frequently occur at signalized intersections of high-volume roadways. Both project construction and long-term operation would result in additional traffic to the surrounding intersections that could potentially increase CO emission levels. Therefore, this impact is considered potentially significant and this issue will be further analyzed in the EIR.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

SHORT-TERM CONSTRUCTION-RELATED INCREASE OF ANY CRITERIA POLLUTANT

Potentially Significant Impact. Placer County is currently designated as a nonattainment area for the state and national ambient air quality ozone standards, and the state PM_{10} standards (ARB 2011). Construction-related ground disturbance, in combination with construction worker trips and delivery truck trips, has the potential to generate criteria air pollutants that exceed applicable air quality standards and contribute to the nonattainment status of the region. As a result, project construction-generated emissions of criteria air pollutants and precursors could be cumulatively considerable. This impact is considered potentially significant and will be further analyzed in the EIR.

LONG-TERM OPERATIONAL-RELATED INCREASE OF ANY CRITERIA POLLUTANT

Potentially Significant Impact. As described in items a) and b), above, long-term operation of the proposed project would result in additional sources of criteria air pollutants. Therefore, the proposed project could contribute to the nonattainment status of the region, and the proposed project could contribute substantially to an existing or projected air quality violation. As a result, project operation-generated emissions of criteria air pollutants and precursors could be cumulatively considerable. This impact is considered potentially significant and will be further analyzed in the EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

SHORT-TERM CONSTRUCTION RELATED CRITERIA AIR POLLUTANTS AND PRECURSORS

Potentially Significant Impact. The closest sensitive receptors include residences located to the northeast and southwest of the plan area, condominiums and lodging facilities surrounded on two or more sides by the plan area, as well as a school—Squaw Valley Academy (located at 235 Squaw Valley Road, about 1.5 miles east of the plan area). Other surrounding land uses consist of light commercial land uses and lodging facilities. Construction-related ground-disturbance, in combination with construction worker trips and delivery truck trips, has the potential to generate criteria air pollutants that exceed applicable air quality standards and adversely affect sensitive receptors in the vicinity. Therefore, this impact is considered potentially significant and will be further analyzed in the EIR.

LONG-TERM OPERATIONAL RELATED CRITERIA AIR POLLUTANTS AND PRECURSORS

Potentially Significant Impact. As discussed in item b) above, project implementation could result in regional (e.g., NO_x, PM_{10}) or local (e.g., CO) emissions of criteria air pollutants or precursors from operational-related activities that would exceed applicable PCAPCD thresholds of significance. Thus, project-generated criteria air pollutant and precursor emissions could expose sensitive receptors to substantial pollutant concentrations. This impact is considered potentially significant and will be further analyzed in the EIR.

TOXIC AIR CONTAMINANTS

Short-Term Construction-Related Emissions of Toxic Air Contaminants

Potentially Significant Impact. Project-related construction activities would result in short-term emissions of diesel particulate matter exhaust (diesel PM) from on-site construction equipment and on-road trucks delivering/hauling equipment and materials to/from the site. Particulate exhaust emissions from diesel-fueled engines (diesel PM) were identified as a toxic air contaminant (TAC) by ARB in 1998. Diesel PM is the focus of this discussion because, according to ARB, the potential cancer risk from the inhalation of diesel PM outweighs the potential for all other (non-cancer) health impacts (ARB 2003, 2009). Thus, nearby sensitive receptors could be exposed to increased levels of diesel PM, including the residences located to the northeast and southwest of the plan area as well as the nearby Squaw Valley Academy. Therefore, this impact is considered potentially significant and will be further analyzed in the EIR.

Long-Term Operational Related Emissions of Toxic Air Contaminants

Potentially Significant Impact. Project operation would result in TAC emissions from project-generated motor vehicle trips and stationary sources. Further, the proposed project would include sensitive land uses (i.e., residential) that could be exposed to increased levels of TACs from surrounding roadways. As a result, this impact is potentially significant and will be further analyzed in the EIR.

e) Create objectionable odors affecting a substantial number of people?

Less-than-Significant Impact. The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause any physical harm, they still can be unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. Odors from the use of on-site equipment during construction activities would be intermittent and temporary, and would dissipate rapidly from the source with an increase in distance. During project operation, use of diesel backup generators could emit odors; however, these generators would only be used intermittently and would not create objectionable odors affecting a substantial number of people. This impact would be considered less than significant.

2.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

2.4.1 ENVIRONMENTAL SETTING

REGIONAL SETTING

The plan area is located in the northeastern Sierra Nevada, in the Squaw Creek watershed. The natural landscape in the region is composed of coniferous forests; mountain brush; and barren, rocky, or disturbed areas. In addition to the existing natural landscape of Squaw Valley, developed areas such as ski resorts, ski runs, parking lots, mountain cabins, commercial business, and residences are present.

LOCAL SETTING

Much of the plan area is currently developed as an asphalt parking lot or otherwise developed with ski resort uses. Squaw Creek flows in a west to east direction through the northern portion of the plan area, eventually emptying to the Truckee River. Vegetation along Squaw Creek within the plan area consists of grasses, scattered trees, and low-growing shrubs.

Biological Communities and Habitat Types

Biological communities and habitat types in the plan area consist of the following:

- Mixed coniferous forest (approximately 18 acres) primarily occurs within the western, northwestern, northern, and southeastern portions of the plan area, generally up-slope from the Valley floor and out of the developed or disturbed areas. Mixed conifer forest varies from somewhat dense stands of trees to open canopied areas with a dense shrubby understory. The dominant trees are lodgepole pine, white fir, and Jeffrey pine. Western juniper, mountain hemlock, and quaking aspen also occur as part of the tree canopy in scattered locations.

- Creek/riparian habitat (approximately 9 acres) primarily occurs in the Squaw Creek corridor, and along the unnamed perennial stream and tributary to Squaw Creek located in the northwestern portion of the plan area. Riparian vegetation also occurs in scattered locations along various wetland swales and drainages throughout the plan area. Black cottonwood, mountain alder, and shining willow are the most common tree and shrub species that occur in association with the main stem of Squaw Creek. Dominant trees that occur along the small perennial stream include mountain alder, mountain ash, dogwood, and willows.

- Meadow habitat (approximately 2 acres) is located along the eastern portion of the plan area, in a highly used area surrounded by the golf course, a gravel parking lot, Squaw Creek, and a beginner ski area. The meadows are bisected by an intermittent stream tributary to Squaw Creek. Some areas of the meadows are wetlands and some are uplands. Vegetation is dominated by grasses. A few scattered willows occur within the meadow.

Within the plan area's developed and disturbed areas, small islands of natural vegetation occur between structures and buildings, and within parking areas. Common trees observed within these islands of vegetation included aspen, lodgepole pine, and black cottonwood. Various native shrubs and herbaceous vegetation also occur throughout developed portions of the site.

Waters of the U.S.

Waters of the U.S. identified in the plan area include wetland swale, seep, wet meadow, perennial stream, intermittent stream, and ephemeral stream. Project activities that could affect these areas would require a permit from the U.S. Army Corps of Engineers pursuant to Section 404 of the federal Clean Water Act.

Wildlife

Portions of the plan area may support a wide diversity of wildlife due to the availability of important habitat features, including nesting sites, escape and thermal cover, and food sources. Aquatic habitats, including Squaw Creek and its tributaries, provide year-round and seasonal sources of water for wildlife and habitat for various aquatic and semi-aquatic species. Forest communities, such as those located mostly along the fringe of the plan area, can be important for cover, and provide roosting and nesting opportunities for songbirds and shelter for various mammal species. Snags located within and adjacent to forested areas can provide nesting cavities for birds. Taller trees located on hillsides overlooking foraging areas may provide good nesting habitat for raptors.

Fisheries

Electrofishing surveys were conducted in Squaw Creek as part of the proposed project during November 2011. Survey results indicated that Squaw Creek supports a typical trout-dominated cold-water fish assemblage. Four fish species were collected during surveys (three non-native trout and one native minnow) and included rainbow trout (*Oncorhynchus mykiss*), brown trout (*Salmo trutta*), brook trout (*Salvelinus fontinalis*), and Lahontan speckled dace (*Rhinichthys osculus robustus*). Although not observed during surveys, it is assumed that other native fish species known to typically (and/or historically) occupy eastern Sierra streams could be present in Squaw Creek and may include Paiute sculpin (*Cottus beldingii*), Lahontan redside (*Richardsonius egregius*), Tahoe sucker (*Catostomus tahoensis*), mountain sucker (*Catostomus platyrhynchus*), mountain whitefish (*Prosopium williamsoni*), and Lahontan cutthroat trout (*Oncorhynchus clarki henshawi*).

Special-Status Species

No special-status species have been reported in the plan area, although potential habitat exists. The potential for special-status species to occur in the plan area will be described in the EIR.

2.4.2 DISCUSSION

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

Potentially Significant Impact. Special-status plant or wildlife species could potentially occur in the plan area. Squaw Creek flows in a west to east direction through the plan area and could provide natural habitat for various special-status plant and wildlife species. Additionally, the surrounding forested mountain areas—while disturbed due to residential development and ski use—could also provide habitat to special-status plant and wildlife species, and could be indirectly affected by project implementation (e.g., disturbance of nesting birds during construction). Because implementation of the proposed project could result in disturbance or take of special-status species or disturbance or removal of suitable habitat for these species, this impact is considered potentially significant and this issue will be analyzed further in the EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

Potentially Significant Impact. Riparian and other sensitive habitat could be present in and along Squaw Creek. Vegetation along Squaw Creek consists of grasses, scattered trees, and low-growing shrubs. Additionally, the surrounding forested mountain areas—while disturbed due to residential development and ski use—could also contain sensitive natural communities and could be indirectly affected by project implementation. If the project would disturb or remove riparian or other sensitive habitat, a significant impact would result. This issue will be further analyzed in the EIR.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. Waters of the U.S. identified in the plan area include wetland swale, seep, wet meadow, perennial stream, intermittent stream, and ephemeral stream. If the project would remove, fill, or hydrologically interrupt any wetlands identified in the plan area, a significant impact would result. This impact is considered potentially significant, and this issue will be further analyzed in the EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact. Wildlife corridors are features that provide connections between two or more areas of habitat that would otherwise be isolated and unusable. Often drainages, creeks, or riparian areas are used by wildlife as movement corridors as these features can provide cover and access across a landscape. Squaw Creek may be used by wildlife as a movement corridor. Project-related impacts to the movement of fish and wildlife through this corridor are considered potentially significant and will be further analyzed in the EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially Significant Impact. Placer County's tree ordinance (Placer County Code, Article 12.16) exists "to preserve and protect the remaining native oak and other species of trees within Placer County." The ordinance is applicable to all native, landmark trees, riparian zone trees, and certain commercial firewood operations, except as exempted in cases of public safety, designated commercial lots (e.g., Christmas tree farms), and bona fide active agricultural uses. In accordance with the Tree Preservation Ordinance, a discretionary project shall evaluate the potential impacts to all protected tress sized 6-inches diameter at breast height or larger as part of the development review process.

A tree survey conducted for the proposed project indicated the presence of 2,275 trees in the plan area. Build-out of the Specific Plan would include removal of some of these trees, although the exact number is not yet known. This impact is considered potentially significant and this issue will be further analyzed in the EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Placer County has applied to receive approval from the federal wildlife agencies for a comprehensive natural communities conservation plan known as the *Placer County Conservation Plan* (PCCP). The County is currently preparing a Draft Policy Document and Draft EIR for the PCCP. When approved and implemented, the PCCP would establish an interconnected open-space preserve system in western Placer County that is designed specifically to offset impacts to special-status species and protected habitats that are anticipated to occur as a result of the planned growth of Placer County and the City of Lincoln. The plan area is not located within the boundary of the PCCP (Placer County 2009); therefore, the project would not conflict with this plan. No other habitat conservation plans, NCCPs, or similar plans are being considered in the plan area. No impact would occur.

2.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐

2.5.1 ENVIRONMENTAL SETTING

The project area is considered archaeologically sensitive, and at least one recorded prehistoric site exists within the project vicinity. No significant archeological resources have been found in the plan area, which has been surveyed by an archaeologist. Nonetheless, it is possible that subsurface cultural resources could be present and undisturbed beneath the pavement and buildings that cover most of the plan area. Removal of the existing surface material during grading and excavation activities could damage potential subsurface archaeological resources. Additionally, several buildings located in the plan area and proposed for demolition as part of the proposed project were constructed for the 1960 VIII Olympic Winter Games. Three of these structures appear to meet the criteria for listing in local, State, or federal historic registers. These issues will be evaluated further in the EIR.

There have been no recent discoveries of paleontological resources in the project region and there is no evidence identifying any sensitivity for paleontological resources in the plan area. Geologic and soil conditions in the region were created by geologic uplift resulting in deep granitic bedrock with typically shallow surface soils. The plan area is not underlain with sedimentary rock formations of a type that could contain fossils. In addition, past glacial movement in the area has resulted in significant movement and disturbance of rock and soil, further minimizing the potential for fossils to be present. Significant paleontological resources are not expected to occur in the plan are and no impact to paleontological resources would occur.

2.5.2 DISCUSSION

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Potentially Significant Impact. The project area is considered archaeologically sensitive, although a field survey conducted by an archaeologist did not identify any resources that would be considered significant. Nonetheless, it is possible that subsurface cultural resources could be located in the plan area. Such archaeological resources

could be undisturbed beneath the pavement and buildings that cover most of the plan area. Removal of the existing surface material during grading and excavation activities, particularly for the subsurface parking lots, could encounter (and possibly damage or destroy) subsurface archaeological resources. Additionally, three buildings located in the plan area and proposed for demolition as part of the proposed project were constructed for the 1960 Winter Olympics and could be considered significant historical resources. Project-related impacts to such resources could be considered a potentially significant impact. This issue will be evaluated further in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Potentially Significant Impact. See item a). Project-related impacts to archaeological resources, if present in the plan area, would be considered a potentially significant impact. This issue will be evaluated further in the EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. As stated above, no significant paleontological resources are expected to occur in the plan area and no impacts on paleontological resources would occur from plan implementation.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. No human remains have been found previously on the project site. However, the potential for human remains to occur below the ground surface in the plan area is currently unknown. Implementation of the proposed project would involve soil disturbance during construction, which could result in impacts to any interred on-site human remains. This is considered a potentially significant impact and will be evaluated further in the EIR.

2.6 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VI. Geology and Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☒	☐	☐	☐
ii) Strong seismic ground shaking?	☒	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv) Landslides?	☒	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or onsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	☒	☐	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

2.6.1 ENVIRONMENTAL SETTING

SOIL CONDITIONS

Several different soil types are mapped across the plan area, including units from the Aquolls-Borolls, Tallac, Waca-Windy, and Ledford Series. Soil throughout most of the plan area is mapped as Tallac very gravelly sandy loam, 2 to 30% slopes (TAE). This soil unit is described as moderately well-drained with a relatively shallow water table depth (42 to 60 inches) and moderately low to moderately high permeability rate. Soil mapped along the easternmost portion of the plan area adjacent to the golf course is shown as Aquolls and Borolls, 0 to 5% slopes (AQB). The AQB soil unit typically forms within marsh areas and is very poorly drained.

Soil mapped along the westernmost portion and northwest corner of the plan area is shown as the Ledford variant-Rock outcrop complex, 30 to 75% slopes (WRG). The WRG soil unit is formed on mountain slopes, is excessively drained, has a high permeability rate, and is typically underlain by bedrock at shallow depths (28 to 32 inches).

GEOLOGY

The geology of the eastern Sierra Nevada, including Squaw Valley, is composed primarily of Cretaceous age intrusive granitic rocks and Late Tertiary age (Pliocene) basaltic andesite and pyroclastic volcanic rocks. Squaw Valley was largely shaped by alpine glaciers that resulted in a classic U-shaped valley with steep side walls and a flat valley floor. The valley fill is anticipated to reach depths of about 125 feet in the plan area and is dominated by glacial deposits. Quaternary age geologic units include abundant glacial deposits (outwash and moraine deposits), colluvial and alluvial fan deposits at the junction of the valley side slopes and valley floor, and fluvial (alluvium and lacustrine) deposits in the valley floor along the creek.

Geologic maps reviewed as part of the proposed project indicate that several different stratigraphic units underlie the plan area, including alluvium, alluvial fan deposits, glacial till, volcanic rock and granitic rock. Most of the plan area is underlain by Quaternary aged alluvial and alluvial fan deposits that generally consist of silt, sand, gravel, and cobbles deposited by lacustrine and fluvial processes. Glacial till deposits are mapped along the sloping terrain bordering the northern and southern portions of the plan area. The glacial till deposits generally consist of silt, sand, gravel, cobbles, and boulders. Miocene aged volcanic rock primarily composed of andesite is mapped above the glacial till on the slopes north and south of the plan area. Cretaceous aged granitic rock is mapped along the western slopes adjacent to and above the plan area.

SLOPE STABILITY AND DEBRIS FLOW HAZARDS

Slope instability includes landslides, avalanches, debris flows, and rock fall. The plan area is located at the base of a steep, alpine, high-energy geologic environment. The steep slopes located around the plan area are subject to landslides, debris flows, and rock fall. Debris flows occurred within the south fork of Squaw Creek above the plan area during the 1997 New Year storm event. The debris flow carried a significant amount of sand and cobbles that caused damage to structures. Although storms as large as the 1997 event are uncommon, it is likely that similar events will occur in the plan area during seismic events or large storms. In the event of a forest fire, the risk of rock fall, avalanche, and debris flow may increase.

AVALANCHE HAZARD

As noted above, Squaw Valley is in a steep mountainous area that is subject to high energy mass movements including snow avalanches. Portions of the plan area are within potential avalanche run out zones. Snow instability and avalanches in the Sierra Nevada predominately occur during or immediately after heavy precipitation. The concept of active avalanche mitigation involves frequently triggering small slides to help reduce the potential build up of enough snow to result in large avalanches. Passive avalanche mitigation or protection involves avoidance of avalanche areas or construction of snow stabilizing, resisting, or deflecting structures. The planning of building locations is primarily dependent on passive protection and, in the United States, avalanche avoidance. Because of the potential for avalanche, the Squaw Valley Ski Patrol routinely performs avalanche control operations including clearing the area of avalanche hazard before Squaw Peak Way and any other affected roadways are reopened to traffic.

Based on avalanche hazard mapping in the Squaw Valley area, avalanche paths extend into the plan area in places in the west and northwest, along portions of the snow beach in the southern portion of the plan area,

and in the southeast portion of the plan area. In general, the sloping portions of these areas are mapped as high avalanche hazard zones.

SEISMICITY

Similar to nearly all of California, the plan area is located in a potentially active seismic area. The plan area has experienced moderate ground shaking due to historic earthquakes. The California Geological Survey (CGS) categorizes faults as Type A, B, or C. Type A faults are capable of producing large magnitude events, and have a high rate of slip. Type C faults are not capable of producing large magnitude earthquakes, and have a relatively low slip rate. Type B faults are all other type faults. Type B and C faults are within 100 kilometers of the plan area.

The plan area is located within the Western Nevada Seismic Zone, which is composed of a poorly defined system of strike slip and dip slip faults within the eastern portion of the Sierra Nevada and the western portion of Nevada. CGS categorizes the Western Nevada Zone as an approximately 150-mile long shear zone with the hazard derived from an areal source, rather than from a single fault. The fault system is designated as Type C, with a low rate of slip and low rate of recurrence.

Other potential seismic sources include the Mohawk Valley fault zone, Genoa fault, Antelope Valley fault zone, Honey Lake fault zone, West Tahoe-Dollar Point fault, and Polaris fault.

FAULTING

Geologic maps show several active and potentially active faults located near the plan area, including the Dog Valley Fault (active, approximately 4.6 miles northeast), a group of unnamed faults southeast of Truckee (active to potentially active, approximately 6.5 to 8 miles northeast, respectively), the Polaris Fault (active, approximately 10 miles northeast), the West Tahoe-Dollar Point Fault (active, approximately 10 miles southeast), and the North Tahoe Fault (active, approximately 10.5 miles southeast). The Genoa Fault trends in a north-south direction approximately 30 miles southeast of the plan area and is capable of very large earthquakes. Earthquakes associated with these faults may cause strong ground shaking in the plan area.

The potential hazard associated with active earthquake faults involves surface rupture and strong ground motion. The plan area is not located within an Alquist-Priolo active fault zone. However, several unnamed faults are mapped as trending through Squaw Valley. The alignments of these faults have not been fully determined, but one or more might traverse the plan area. If an active fault does exist within the plan area, it could potentially rupture, causing damage to buildings in the immediate vicinity. There are also faults located throughout the Lake Tahoe region. If an earthquake occurred on one of these faults, it could expose people or structures to potential substantial adverse effects, including ground shaking, ground failure, and liquefaction.

2.6.2 DISCUSSION

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

Potentially Significant Impact. The plan area is not located within an Alquist-Priolo active fault zone; however, several unnamed fault traces are mapped as trending in a northwest to southeast direction through portions of the plan area. The exact location and nature of these fault traces have not been determined. If active faults are located in areas that would be developed as part of the proposed project, the unnamed fault traces could potentially rupture and expose people or structures to potential substantial adverse effects. This impact would be potentially significant and will be evaluated further in the EIR.

ii) Strong seismic ground shaking?

Potentially Significant Impact. As described above, several active and potentially active faults are located near the plan area. Earthquakes associated with these faults may cause strong ground shaking in the plan area. The extent of damage would depend on a soil characteristics, groundwater depth, and duration and intensity of the earthquake. Potential ground shaking at the project site could expose people or structures to potentially substantial adverse impacts. Project design and construction would conform to the standards contained within California Building Code (CBC) Title 24, which identifies specific design requirements to reduce damage from strong seismic ground shaking, ground failure, landslides, soil erosion, and expansive soils. Nonetheless, potential hazards associated with strong seismic ground shaking would be potentially significant, and this issue will be evaluated further in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction is the sudden temporary loss of strength in saturated, loose to medium dense, granular sediments subjected to ground shaking. Liquefaction can cause foundation failure of buildings and other facilities due to the reduction of foundation bearing strength. During a seismic event, the extent of damage from ground failure including liquefaction would depend on the soil characteristics, groundwater depth, and duration and intensity of the earthquake.

Based on the results of a preliminary site assessment, near-surface soil within the valley floor or eastern portions of the plan area are anticipated to consist of loose to dense granular soil types that may be prone to heaving conditions; this soil profile may have a moderate potential for liquefaction. The western and sloping portions of the plan area are likely underlain by silty sand soil overlying near surface rock; this soil profile may have a low potential for liquefaction.

As mentioned in item ii) above, project design and construction would conform to CBC Title 24, which identifies specific design requirements to reduce damage from seismic-related ground failure, including liquefaction. Nonetheless, potential hazards associated with seismic-related ground failure, including liquefaction, would be potentially significant, and this issue will be evaluated further in the EIR.

iv) Landslides and Avalanches

Potentially Significant Impact. Mass wasting of terraces formed during glacial events has resulted in talus slopes south of the plan area; however, they are not considered landslide features. No active or potentially active landslide areas have been mapped within or adjacent to the plan area.

As noted above, portions of the plan area are located within avalanche paths. In general, the sloping portions of these areas are mapped as high avalanche hazard zones. Additionally, potential avalanche hazard zones are mapped near the southeast corner of the plan area. Because of the potential for avalanche, this impact is considered potentially significant, and this issue will be evaluated further in the EIR.

b) Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. Depending on wind and rain conditions, grading activities and improvements could result in the potential for erosion and sedimentation of site soils both on- and offsite. During construction activities, graded, excavated, and stockpiled soil could be exposed to erosion via wind and surface water runoff, which ultimately could flow into and degrade Squaw Creek. The applicant would be required to submit project grading/improvement plans to the County for review. Additionally, the applicant would be required to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) as part of its National Pollution Discharge Elimination System (NPDES) permit for construction activities administered by the State Water Resources Control Board (SWRCB). The SWPPP would include a description of construction activities and would identify the BMPs that that would be employed to prevent soil erosion and discharge of other construction-related pollutants (e.g., petroleum products, solvents, paints, cement) that could contaminate nearby water resources. A monitoring program is required to ensure that BMPs are implemented according to the SWPPP and are effective at controlling discharges of stormwater-related pollutants. Nonetheless, potential hazards associated with soil erosion or the loss of top soil would be potentially significant, and this issue will be evaluated further in the EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or onsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. As described in items iii) and iv) above, landslide and liquefaction impacts are considered potentially significant. All new building construction and design would be designed to meet all applicable CBC engineering requirements to ensure that the facilities would not be affected by potential landslide, lateral spreading, subsidence, liquefaction, or collapse. Nonetheless, this impact would be potentially significant and this issue will be evaluated further in the EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

Potentially Significant Impact. Expansive soils are soils that are high in expansive clays or silts and that swell and shrink with wetting and drying, respectively. This shrinking and swelling can result in differential ground movement, which can cause damage to foundations. However, proper fill selection, moisture control, and compaction during construction can prevent these types of soils from causing significant damage.

A geotechnical investigation is underway and will determine if the soils in the plan area have a high shrink/swell potential and, therefore, could have the potential to create risk to life or property if the soils are not properly compacted. All new building construction and design would comply with the CBC, which has specific site

development and construction standards by soil type to prevent expansive soil hazards. However, because it is unknown whether the plan area would be located on expansive soil, this impact would be potentially significant and will be evaluated further in the EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Squaw Valley Public Services District (SVPSD) owns and operates the wastewater collection system that serves Squaw Valley. The proposed project would connect to existing SVPSD transmission lines. The TTSA would provide wastewater treatment for the proposed project. The project would not involve the use of septic tanks or alternative wastewater disposal systems that could be affected by poor soils. Therefore, no impact would occur related to the adequate support of such facilities.

2.7 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				
i.) Short-Term Construction Related Greenhouse Gas Emissions	☒	☐	☐	☐
ii.) Long-Term Operational Related Greenhouse Gas Emissions	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				
i.) Short-Term Construction Related Greenhouse Gas Emissions	☒	☐	☐	☐
ii.) Long-Term Operational Related Greenhouse Gas Emissions	☒	☐	☐	☐

2.7.1 ENVIRONMENTAL SETTING

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. GHGs are responsible for "trapping" solar radiation in the earth's atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is extremely unlikely that global climate change of the past 50 years can be explained without the contribution from human activities (Intergovernmental Panel on Climate Change 2007). By adoption of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and Senate Bill (SB) 97, the state of California has acknowledged that the effects of GHG emissions cause adverse environmental impacts. AB 32 mandates that emissions of GHGs must be capped at 1990 levels by the year 2020 (Health and Safety Code Section 38530).

Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. Although the emissions of one single project will not cause global climate change, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change.

Legislation and executive orders on the subject of climate change in California have established a statewide context and a process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies evaluate

the cumulative impacts of GHGs. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and therefore significant.

The project would be located in Placer County. According to the Legislature, in AB 32, global warming will "have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry" (Health and Safety Code Section 38501[b]). Placer County's economy relies heavily on agriculture, tourism, recreational skiing, and boating. It may also experience economic and public health damages related to changes in vegetation and crop patterns, lower summer reservoirs, and increased potential for flooding and air pollution that increased temperatures can produce.

2.7.2 DISCUSSION

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

SHORT-TERM CONSTRUCTION RELATED GREENHOUSE GAS EMISSIONS

Potentially Significant Impact. GHG emissions generated by the proposed project during construction would predominantly be in the form of CO_2. Emissions would be associated with mobile-source exhaust from construction worker commute trips, truck haul trips, and equipment used in the plan area (e.g., excavators, graders). Depending on the size of the project footprint and duration of construction activities, project construction would generate GHG emissions that result in significant contributions to this cumulative impact. This impact would be considered potentially significant and, therefore, will be analyzed further in the EIR.

LONG-TERM OPERATIONAL RELATED GREENHOUSE GAS EMISSIONS

Potentially Significant Impact.The proposed project would add additional mobile sources of GHGs associated with an increased number of employees and guests. The proposed project would also result in GHG emissions from area sources such as propane consumption (for heating) and stationary equipment such as heaters for pool water at the MACC.

Therefore, the proposed project could have a cumulatively considerable and potentially significant impact on climate change. This issue will be analyzed further in the EIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

SHORT-TERM CONSTRUCTION RELATED GREENHOUSE GAS EMISSIONS

Potentially Significant Impact. See item a). The magnitude of construction activities and the relatively long construction period has the potential to result in GHG emissions that could exceed applicable thresholds and, therefore, construction-related activities from the proposed project could potentially conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. This would be considered a potentially significant impact and will be analyzed further in the EIR.

LONG-TERM OPERATIONAL RELATED GREENHOUSE GAS EMISSIONS

***Potentially Significant Impact*.** See item a). The operational-related GHG emissions associated with this project would not be great enough to alter climate or cause other changes. However, in combination with other

development and GHG sources in the region and beyond, the project contribution to cumulative generation of GHG could be considerable. Therefore, the proposed project could potentially conflict with the goals of AB 32 and other applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. This would be considered a potentially significant impact and will be analyzed further in the EIR.

2.8 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VIII. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☒	☐	☐	☐

2.8.1 ENVIRONMENTAL SETTING

The project area has been used almost exclusively for recreational purposes, primarily for winter recreation, and first began operations in the late 1940's. The majority of the plan area is developed or disturbed. Past operations at the plan area could have resulted in elevated concentrations of hazardous constituents, such as petroleum hydrocarbons, in surface soils and groundwater. Further, lead-based paint and asbestos could be present in on-site structures because of their age.

Current hazardous materials use consists of small amounts of products containing hazards materials used for routine maintenance and repair, propane tanks, and underground storage tanks (USTs) containing vehicle fuels or diesel for backup generators.

2.8.2 DISCUSSION

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-Significant Impact. Hazardous materials would be stored, used, and transported in varying amounts during construction and long-term operation of the proposed project. Construction activities would primarily involve the storage, use, and transport of various household products such as paints, solvents, glues, and cements. Petroleum hydrocarbon products such as gasoline, diesel, and lubricants would be used in heavy equipment and construction vehicles. Operation of the proposed project would involve resort residential, commercial, and recreational uses. Hazardous materials that would be stored, used, and transported to the plan area to support those long-term uses would include commercial and household-type maintenance products such as cleaning agents and degreasers, paints, and pesticides and herbicides; chemicals used for maintaining proper pool and hot tub water conditions; propane for heating; and diesel for emergency backup generators. In addition, commercial uses associated with project operation could include facilities and/or activities that could use and routinely transport hazardous materials on and off the plan area.

Transportation of hazardous materials on area roadways is regulated by the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). The project applicant, builders, contractors, business owners, and others would be required to use, store, and transport hazardous materials in accordance with local, state, and federal regulations, including the California Occupational Health and Safety Administration (Cal-OSHA) and the California Department of Toxic Substances Control (DTSC) requirements and manufacturer's instructions, during project construction and operation. Facilities that would use hazardous materials on-site would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. Because the proposed project would be required to implement and comply with existing hazardous material regulations, impacts related to the creation of significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials would be unlikely. Although this impact would be considered less than significant, it will be evaluated further in the EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact.Hazardous materials can present a risk to people or the environment through improper handling or use of hazardous materials or hazardous wastes, particularly by untrained personnel; environmental unsound disposal methods; or fire, explosion, or other emergencies. Implementation of applicable local, state, and federal regulations and standards would help ensure that potential public health and environmental hazards would be minimized; however, if the project resulted in upset and/or accident conditions involving the release of hazardous materials into the environment, a significant hazard to the public or environment could occur. Therefore, this impact would be potentially significant. This issue will be analyzed further in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. See item a). Construction and operation of the proposed project would include the use of common hazardous materials, such as diesel fuel, lubricants, and detergents. These materials would be handled consistent with local, state, and federal regulations and standards. There are no existing or proposed schools located within 0.25 mile of the project. The nearest school to the plan area is Squaw Valley Academy (235 Squaw Valley Road), located about 1.5 miles to the east. No handling of hazardous materials would occur within 0.25 mile of an existing or proposed school. Therefore, no impact would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. The plan area is identified by EPA as a small generator of hazardous waste (EPA 2012). Past operations at the plan area could have resulted in elevated concentrations of hazardous constituents, such as petroleum hydrocarbons, in surface soils and groundwater. Several USTs are located in the plan area. Further, lead-based paint or asbestos could be present in on-site structures because of their age. As noted above, a Phase I ESA is being completed for the project to evaluate the existence of any potential on-site toxic materials or contamination; these findings will be summarized in the EIR.

Project construction would involve site grading, excavation (for utilities, but especially for the subsurface parking lots), backfilling, demolition of some existing facilities, and construction of new resort residential, commercial, and other uses. During construction activities, construction workers could come in contact with and be exposed to hazards materials present in on-site soils, groundwater, and structures. Further, the presence of contaminated soils or groundwater could create a significant public health or environmental hazard if left in place. Therefore, this impact would be potentially significant. This issue will be analyzed further in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

***No Impact*.** The nearest public airports include Homewood Seaplane Base (located 8 miles southeast of the plan area), the Truckee-Tahoe Airport (located 9.5 miles northeast of the plan area), and the Lake Tahoe Airport (located 24.5 miles southeast of the plan area). The plan area is not located within an airport land use plan. Therefore, the proposed project would not create safety hazards for people living or working in the project area as a result of being in close proximity to an airport. No impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The plan area is not located within the vicinity of a private airstrip. As such, no impacts related to safety hazards at private airstrips would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. Because the project would generate additional vehicle trips (both during construction and long-term project operation) and could result in construction-related road closures, the

proposed project could interfere with an adopted emergency response plan or evacuation plan. As a result, this impact is considered potentially significant. This issue will be analyzed further in the EIR.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Potentially Significant Impact. The State Board of Forestry identifies those lands where the California Department of Forestry and Fire Protection (CDF) has the primary duty for wildland fire prevention and suppression; these lands are commonly known as state responsibility areas. Lands are mapped by county in two categories: (1) wildland areas that may contain substantial forest fire risks and hazards (wildland areas or state responsibility areas) and (2) very high fire hazard severity zones. The plan area is located within a wildland area (California Natural Resources Agency 2003). Because the project would result in the placement of housing and other structures that would contain substantial numbers of people in a wildland area, thereby exposing people and structures to a risk of wildland fires, this impact would be potentially significant. This issue will be analyzed further in the EIR.

2.9 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
IX. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☒	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or onsite erosion or siltation?	☒	☐	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or onsite flooding?	☒	☐	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐
f) Otherwise substantially degrade water quality?	☒	☐	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☒	☐	☐	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☒	☐	☐	☐
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☒	☐	☐	☐
j) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

2.9.1 ENVIRONMENTAL SETTING

SURFACE WATER RESOURCES

The plan area is located in the 6,100-square-mile North Lahontan Basin. The basin extends from the California-Oregon border on the north, south to Mono County, and is bordered to the west by the Sierra Nevada, Cascade Range, and Warner Mountains, and to the east by the California-Nevada border. The North Lahontan Basin includes the Madeline Plains, Surprise Valley, and the California portions of the Susan, Truckee, Carson, and Walker rivers. These streams have no outlets to the sea and terminate in lakes or playas that are remnants of ancient Lake Lahontan.

The plan area is wholly contained within the Squaw Creek watershed, part of the middle Truckee River watershed. The Squaw Creek watershed drains from Squaw Creek to the Truckee River. Truckee River flows from Lake Tahoe and ultimately drains to Pyramid Lake in Nevada.

SQUAW CREEK

Squaw Creek is the primary hydrologic feature within the plan area. This system originates from steep granite slopes located to the west along the Pacific Crest. The mainstem of Squaw Creek flows in an easterly direction through the plan area and flows into the Truckee River just east of SR 89, less than two miles to the east. Squaw Creek is perennial in wet years with portions of the upper reaches drying in normal and dry years. Only one small reach of Squaw Creek, located in the channelized portion of the stream, was found to be dry during an October 2011 survey. By the November 2011 survey, the stream was flowing throughout the entire length. The main tributary to Squaw Creek is an unnamed, perennial drainage that originates from the southwest near Squaw Peak. This unnamed drainage occurs within a deep rocky gorge and eventually flows for a considerable distance beneath the Squaw Valley Village area, before entering the main stem of Squaw Creek. Only a small portion of this unnamed drainage located upstream of the village area occurs within the plan area.

Due to excessive sediment load, Squaw Creek is listed by the Lahontan Regional Water Quality Control Board as an impaired water body in accordance with Clean Water Act Section 303(d). The Truckee River is also an impaired water body and is included on the same listing.

A smaller tributary occurs in the northwestern portion of the plan area and flows in a southwesterly direction toward Squaw Creek. This mostly perennial, unnamed drainage likely originates from a spring located along the rocky slopes above the plan area. Remaining tributaries throughout the site consist primarily of ephemeral streams that convey flow for only very short periods of time throughout the year.

FLOODING

Portions of the plan area along the Squaw Creek corridor are located in a 100-year floodplain as defined on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM).

DRAINAGE

The majority of the 5,350-acre Squaw Creek drainage area, including the plan area, drains directly into Squaw Creek, which in turn drains into the Truckee River two miles to the east of the plan area.

GROUNDWATER RESOURCES

The Squaw Valley aquifer provides domestic and irrigation water supply for three primary users: SVPSD, the Squaw Valley Mutual Water Company (a private water company), and the Resort at Squaw Creek (which draws water for snow making and golf course irrigation). In addition, several private wells are operated on the Valley floor.

In the Squaw Valley area, groundwater recharge primarily occurs as a result of precipitation, snow melt, and stream flow loss.

Several groundwater extraction wells are located within the plan area. An SVPSD water storage tank is located to the north of the plan area.

2.9.2 DISCUSSION

a) Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Project-related construction activities would involve grading, earth moving, excavation, infrastructure development, and building construction. During project construction, disturbed portions of the plan area would be subject to wind erosion, rainfall, and winter stormwater runoff events. Construction activities could result in soil erosion, siltation, or flooding. Specifically, construction activities such as grading could result in disturbance of soils and sediments that could be carried into the County's drainage conveyances or natural water bodies (including Squaw Creek, already impaired by excessive sedimentation) during storm events. Further, accidental discharges of construction-related fuels, oils, hydraulic fluid, and other hazardous substances could contaminate stormwater flows or increase siltation in nearby water bodies, resulting in a reduction in stormwater quality on or downstream of the plan area. Additionally, the proposed project includes a proposal to incorporate a grey water system to collect and treat water from baths, showers, hand basins, and washing machines for irrigation use and for flushing toilets. There is the potential for significant impacts via one or more of these activities and this issue will be further analyzed in the EIR.

New impervious surfaces that would be constructed as part of the project could increase the volume of runoff coming from the plan area. Runoff could contain oils, grease, fuel, sediments, brake dust, and other potential water pollutants. During storm events, these pollutants could be carried to downstream receiving waters of Squaw Creek, including the Truckee River. Therefore, this would be considered a potentially significant impact and will be analyzed further in the EIR.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Potentially Significant Impact. The project would use groundwater wells to supply water to the project. Groundwater resources are limited, and could affect/deplete flows in Squaw Creek. A WSA will be prepared under the direction of the SVPSD to determine the proposed project's total water demand and whether available supplies are sufficient to meet this demand. The WSA will evaluate groundwater as a water source and the project's potential effects on groundwater, including its connection to surface flows. Because there is the potential for the proposed project to deplete groundwater supplies or interfere with groundwater recharge, this impact is considered potentially significant and will be analyzed further in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or onsite erosion or siltation?

Potentially Significant Impact. See item a), above. The project could increase the amount of impervious surfaces by constructing multi-story buildings, parking structures, roadways, and walkways, thereby altering the existing site drainage pattern and potentially resulting in erosion and siltation.

Hydrologic modeling indicates that on-site detention of runoff is not necessary. Large portions of the site are currently paved, and post-project flows would be nearly identical to pre-project flows. Therefore, detention basins for peak stormwater flow attenuation are not planned.

On-site drainage improvements would consist of a combination of conventional subsurface and surface drainage systems and construction of pipe and open channel conveyance systems. Stormwater would be discharged at or near existing outfalls into the creek corridor. Vegetated swales, soft armoring, mechanical storm filters, structural interceptors, and other Best Management Practices would be utilized at pipe outfalls or other appropriate locations for water quality management, and to convey stormwater runoff to receiving waters while minimizing impacts to open space resources.

This would be a potentially significant impact and will be analyzed further in the EIR.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or onsite flooding?

Potentially Significant Impact. Construction of the proposed project could alter surface flows by regrading contours within the plan area and/or increasing the amount of impervious surfaces in the plan area. Project implementation would result in the addition of multi-story buildings, parking structures, roadways, and walkways. These additional structures could alter the existing drainage patterns and/or increase the rate or amount of surface runoff, which could result in on- or off-site flooding. Therefore, this would be a potentially significant impact and this issue will be analyzed further in the EIR.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. See item a), above. Per County requirements, new roadways and parking structures and lots would be required to be paved with asphalt concrete. These areas are required to be designed to collect and treat stormwater runoff to minimum County standards. Due to the relatively large area of land that would be disturbed during construction activities and the potential for on-site soil erosion, the proposed project could potentially provide substantial additional sources of polluted runoff, including those resulting from runoff from impervious surfaces. Thus, this impact would be considered potentially significant and this issue will be analyzed further in the EIR.

f) Otherwise substantially degrade water quality?

Potentially Significant Impact. See item a), above. This would be considered a potentially significant impact and will be analyzed further in the EIR.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Potentially Significant Impact. No housing would be placed within a 100-year flood hazard area as part of the proposed project. The proposed project would involve minor grading encroachment into the existing 100-year floodplain, but preliminary analysis indicates that the 100-year water surface elevation in Squaw Creek would not be adversely affected. The hydraulic data and post-project flood plain mapping will be coordinated closely with the Placer County Flood Control District and FEMA representatives. Nonetheless, this would be considered a potentially significant impact and will be analyzed further in the EIR.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Potentially Significant Impact. See item g), above. If the proposed project would place structures within the 100-year floodplain that could impede or redirect flows, a significant impact would result. This would be considered a potentially significant impact and will be analyzed further in the EIR.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Potentially Significant Impact. See items g) and h), above. If the proposed project would place structures within the 100-year floodplain that could expose employees and guests to risks associated with flooding, a significant impact would result. This would be considered a potentially significant impact and will be analyzed further in the EIR.

j) Result in inundation by seiche, tsunami, or mudflow?

Less-than-Significant Impact. Because of the distance from the nearest large body of water—Lake Tahoe (approximately 7 miles to the east)—it is unlikely that the proposed project would be affected by inundation as a result of seiche or tsunami. Soils capable of generating damaging mudflows are not present in the project area. This would be a less-than-significant impact.

2.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
X. Land Use and Planning. Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
d) Result in the development of incompatible uses and/or the creation of land use conflicts?	☒	☐	☐	☐
e) Result in a substantial alteration of the present or planned land use of an area?	☒	☐	☐	☐

2.10.1 ENVIRONMENTAL SETTING

Table 2.10-1 identifies the existing land use designations for the plan area, as designated by the *Squaw Valley General Plan and Land Use Ordinance* (Placer County 1983).

Table 2.10-1 Existing Land Use Designations

Existing Land Use Designation		Existing Area (acres)	Allowed Bedrooms	Allowed Units[1]	Allowed Units + Density Bonus[2]
LDR-10	Low Density Residential	1.5	15	6	6
HDR-10	High Density Residential	2.1	21	8	8
HDR-25	High Density Residential	6.8	170	68	68
HC	Heavy Commercial	2.6	--	--	--
VC	Village Commercial	61.3	3,065	1,226	1,533
Developed Area Subtotal		**74.3**	**3,271**	**1,308**	**1,615**
FR	Forest Recreation	19.1	--	--	--
CP	Conservation Preserve	8.1	--	--	--
Undeveloped Area Subtotal		**27.2**	**--**	**--**	**--**
Total		**100.5**	**3,271[1]**	**1,308[1]**	**1,615[2]**

Notes:
[1] Density bonus reflects a 25% credit applied to Village Commercial for additional structured parking.
[2] The assumed conversion rate from bedrooms to units is 2.5 beds/unit, which is the average rate yielded from the mix of products shown on Exhibit 3.
Source: Compiled by Ascent in 2012 based on the September 2012 Draft Specific Plan

As shown in Table 2.10-1, the majority of the plan area is currently designated Village Commercial (VC) and Forest Recreation (FR). The VC land use designation is intended to promote and encourage the creation of a destination resort to provide and encourage the development of new cultural and recreational facilities, hotels, restaurants, and commercial and office uses. Development should be oriented to both the mountain and the major pedestrian and vehicular access points to maintain the focal point of a destination ski resort development.

The FR designation is intended to retain the general character of the forest environment while also permitting active recreation development. Land under this designation is primarily considered too steep or contains serious development constraints that prohibit residential or commercial development. The intent of this designation is to establish areas where public or private recreation facilities can be developed to meet the year-round recreation needs of both the residents and tourists. Uses could include picnic areas, hiking trails, ski trails, parks, and outdoor amphitheaters, as well as parking for ski facilities.

2.10.2 DISCUSSION

a) Physically divide an established community?

Less-than-Significant Impact. The plan area is currently used as part of the Squaw Valley Ski Resort, with developed uses such as lodging, restaurants, ski-related facilities, parking lots, and other related uses. A resort residential neighborhood is located northeast of the plan area, and a limited number of residences are located to the southwest of the plan area; many of these are likely used as vacation homes and/or rentals. Development of the project would not physically divide this existing community because the ski resort is already an established use in the project area. The project could change access to certain parts of the ski resort by altering parking conditions, but this would not physically divide the community; access would continue to be provided. Project development would include new amenities such as an outdoor winter ice skating rink/summer performance area, an indoor water-focused Mountain Adventure and Aquatic Center (MAAC), Class I bicycle trail, and numerous restaurant and retail venues that would be available to the public, including the neighboring residents.

The proposed project would not result in any permanent road closures and would not otherwise create barriers preventing access to other currently accessible parts of the project area. Some temporary road closures could occur during project construction, but these would be temporary and detours would be provided (see Section 2.16, “Transportation/Traffic,” for additional details regarding construction-related traffic impacts).

The proposed project would, therefore, not divide an established community. This impact would be considered less than significant.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The plan area contains land use designations that not only allow for, but encourage, ski resort development (see Table 2.10-1).

The proposed land use and zoning designations for the plan area would primarily be Village Commercial – Core (30 acres) and Village – Forest Recreation (28 acres), with smaller portions of the site designated for Village

Commercial – Neighborhood (18 acres), Village – Conservation Preserve (15 acres), and Village –Heavy Commercial (2 acres) (see Table 1-1).[1]

The project would be consistent with development densities allowed by the *Squaw Valley General Plan and Land Use Ordinance* (SVGPLUO), although the project applicant proposes to amend the SVGPLUO land use designations to make relatively minor changes to the locations where development would be allowed. To provide a more cohesive project, some areas currently designated Forest Recreation are proposed to be redesignated and rezoned for development, whereas other areas currently designated for development are proposed to be redesignated/rezoned for Forest Recreation. Because amendments to the SVGPLUO are proposed, the potential exists for inconsistencies with the *Placer County General Plan* and the SVGPLUO.

In addition to these issues, policies of the *Placer County General Plan* and the SVGPLUO require restoration of natural waterways previously modified by channelization, fill, or other human activity; discourage development within the 100-year floodplain; restrict development on slopes in excess of 25%; and require provision for passive and active recreation facilities in accordance with General Plan policies. As proposed, the proposed project could be considered inconsistent with some of these policies. Therefore, these issues would be considered potentially significant impacts and will be further analyzed in the EIR. The Phase I Project would not include development on slopes in excess of 25%. However, the same impact conclusion could apply to Phase I with respect to other issues.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As described in Section 2.4, "Biological Resources," the plan area is not located within an adopted habitat conservation plan or natural community conservation plan; therefore, the project would not conflict with such plans. No impact would occur.

d) Result in the development of incompatible uses and/or the creation of land use conflicts?

Potentially Significant Impact. The project includes relocation of the snow-making building, which may generate substantial noise, as well as construction of other uses in an area where residential/resort development already exists. The potential exists for the development of incompatible land uses and the creation of land use conflicts. Therefore, this would be considered a potentially significant impact and this issue will be further analyzed in the EIR.

e) Result in a substantial alteration of the present or planned land use of an area?

Potentially Significant Impact. See items b) and d). This would be a potentially significant impact and this issue will be analyzed further in the EIR.

[1] The remaining 8 acres of the 101-acre plan area would be used for roads and infrastructure.

2.11 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XI. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

2.11.1 ENVIRONMENTAL SETTING

Mineral resources in Squaw Valley include sand and gravel deposits that form the stream-deposited alluvium; these deposits can be considered a valuable source of construction aggregates. The *Placer County General Plan Background Report* (Placer County 1994b) indicates that the plan area does not contain any natural economic mineral resources.

2.11.2 DISCUSSION

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The plan area is not located within a mapped mineral resource zone. No loss of availability of a known mineral resource that would be of value to the region and the residents of the state would occur. Therefore, no impacts would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. There are no locally important mineral resource recovery sites delineated on a local general plan, specific plan, or other land use plan that include the plan area. Therefore, no impacts would occur.

2.12 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XII. Noise. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?				
i. Short-Term Construction Source Noise	☒	☐	☐	☐
ii. Long-Term Operational Source Stationary Noise	☒	☐	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

2.12.1 ENVIRONMENTAL SETTING

Noise levels in California are typically measured in dBA, which is the A-weighted sound level of decibels (dB). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Decibels are a unit of measurement indicating the relative amplitude or intensity of a sound. Sound levels are typically regulated by a maximum sound level (L_{max}) and/or a percentile-exceeded sound level (L_{xx}). L_{xx} represents the sound level exceeded "x" percent of a specific time period (e.g., L50 is the sound level exceeded 50% of the time).

The intensity of a sound and the subjective noisiness or loudness is related as is the intensity of a sound and a sensitive receptor's distance to that sound. Noise from construction activities and stationary sources is considered a "point source" of noise. Sound from this type of source radiates uniformly outward in a spherical pattern. The rate at which noise typically dissipates from a point source is 6 to 7.5 dBA for each doubling of the distance, depending on the ground absorption, atmospheric conditions, and other shielding factors. Traffic noise appears to be from a line rather than a point as the vehicles are moving and the noise spreads cylindrically

rather than spherically. The rate at which traffic noise generally dissipates is 3 to 4.5 dBA for each doubling of the distance, depending on other shielding factors.

NOISE-SENSITIVE LAND USES

Noise-sensitive land uses generally include those uses where noise exposure could result in health-related risks to individuals, as well as places where a quiet setting is an essential element of the intended purpose (e.g., schools and libraries). Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels.

Noise-sensitive land uses in the vicinity of the plan area include single- and multi-family residential units and some open space/recreation areas. Additionally, Squaw Valley Chapel is located adjacent to the plan area at 444 Squaw Peak Road.

EXISTING NOISE SOURCES

Existing noise sources in the project vicinity include those associated with the maintenance of Squaw Valley ski resort and with general activity at the resort, as well as motor vehicle traffic along Squaw Valley Road and other nearby roads.

Noise-generating ski resort maintenance activities include snowmaking, avalanche control, and snow grooming on the ski slopes; and snow removal in parking areas and near resort structures. These activities are generally performed during nighttime and early morning hours, when the ski slopes are not in use and activity within the parking lots and along access roads is minimal, and when conditions are most favorable for snowmaking. Sources of sounds associated with activities that regularly occur during skiing hours include equipment associated ski lifts, gondolas, and miscellaneous resort activities.

Various private and public agencies have established noise guidelines and standards to protect citizens from potential hearing damage and other adverse physiological and social effects associated with noise. Applicable regulations are contained in Chapter 9 of the Placer County Code (Article 9.36 Noise) and are shown below.

ARTICLE 9.36 NOISE OF THE PLACER COUNTY MUNICIPAL CODE

A. It is unlawful for any person at any location to create any sound, or to allow the creation of any sound, on property owned, leased, occupied or otherwise controlled by such person that:

   1. Causes the exterior sound level when measured at the property line of any affected sensitive receptor to exceed the ambient sound level by five dBA; or

   2. Exceeds the sound level standards as set forth in Table 2.12-1, whichever is the greater

Table 2.12-1 Sound Level Standards for Sensitive Receptors

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly $L_{eq, dB}$	55	45
Maximum level, dB	70	65
Notes: Each of the sound level standards specified in Table 2 shall be reduced by five dB for simple tone noises, consisting of speech and music. However, in no case shall the sound level standard be lower than the ambient sound level plus five dB. If the intruding sound source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient sound level can be measured, the sound level measured while the source is in operation shall be compared directly to the sound level standards of Table 2.		
Source: Chapter 17, Zoning, of the Placer County Municipal Code		

9.36.030 Exemptions

A. Sound or noise emanating from the following sources and activities are exempt from the provisions of this title:

7. Construction (e.g., construction, alteration or repair activities) between the hours of six a.m. and eight p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order.

2.12.2 DISCUSSION

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The following discussion addresses items a), c), and d):

SHORT-TERM CONSTRUCTION SOURCE NOISE

Potentially Significant Impact. Construction-related noise sources would include both mobile and stationary on-site equipment (e.g., bulldozers, backhoes, front end loaders, graders, pavers, generators, and compressors), as well as impact tools. Construction would also generate truck trips associated with the delivery of building supplies and hauling away of excess fill and construction debris. Article 9.36 of the County Code establishes a maximum daytime hourly average sound level standard of 55 dBA (Leq) and a maximum single event noise level of 70 dBA (Lmax) as measured at the receiving property line. Due to increased noise sensitivity at night, maximum sound levels are decreased to 45 dBA and 65dBA, respectively, during the hours of 10:00 p.m. to 7:00 a.m.

Article 9.36 of the County Code exempts construction-related noise, provided that construction activities do not take place before 6:00 a.m. or after 8:00 p.m. on Monday through Friday, and before 8:00 a.m. and after 8:00 p.m. on Saturday and Sunday. However, even if construction activities were limited to these days and times, short-term on-site construction noise could result in the exposure of persons to or generation of excessive noise and could result in a substantial temporary increase in ambient noise levels in the project vicinity above levels existing without the project. This impact would be potentially significant and this issue will be analyzed further in the EIR.

LONG-TERM OPERATIONAL SOURCE NOISE

Potentially Significant Impact. The proposed project would include relocation and/or installation of additional noise-generating sources similar and adjacent to existing sources. Operation of the proposed project would result in additional guests and employees and associated daily vehicle trips. The project includes an outdoor performance area that could generate noise that could disturb nearby sensitive land uses. The project would

relocate the existing mountain maintenance center and the snowmaking building to a location that would be closer to nearby sensitive receptors (residences) located to the north of the plan area. The project would also include ground-floor commercial, retail, and entertainment uses that could adversely affect residential/condo hotel uses that share common walls or floor/ceiling areas. Therefore, the project's long-term operations could result in the exposure of people to additional long-term operational noise levels, and additional noise may exceed the applicable County noise standards. Therefore, this impact is considered potentially significant, and this issue will be analyzed further in the EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Construction of the proposed project may result in varying degrees of temporary groundborne vibration and noise, depending on the specific construction equipment used and activities involved. Implementation of the proposed project could result in the exposure of existing offsite sensitive receptors to excessive groundborne vibration levels. Therefore, this impact would be potentially significant, and this issue will be analyzed further in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The following discussion addresses items e) and f):

No Impact. As noted in Section 2.8, "Hazards and Hazardous Materials," the plan area is not located within an airport land use plan, nor is it located within two miles of a public airport or airstrip. Therefore, the project would not result in noise impacts for people residing or working in close proximity to an airport or airstrip. No impact would occur.

2.13 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XIII. Population and Housing. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐
b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐

2.13.1 ENVIRONMENTAL SETTING

The U.S. Census Bureau collects and estimates demographic data for the entire United States. Table 2.13-1 shows the population data for Placer County from 1980 to 2010, the most recent year for which population information is available. Placer County's population increased from 248,399 in 2000 to 348,432 in 2010, a net increase of about 40.3%, making Placer County one of the fastest-growing counties in California (U.S. Census Bureau 2012).

Table 2.13-1 Placer County Population 1980 to 2010

1980	1990	2000	2010
117,247	172,796	248,399	348,432

Sources: U.S. Census Bureau 1995, 2012

Because Squaw Valley is considered a vacation resort, its population varies daily and seasonally. In 2010, Squaw Valley had a population of 879 permanent residents (Placer County 2012a). The daily population of Squaw Valley typically increases far above the residential population, and peaks in the winter. Additionally, large numbers of employees are required to meet the daily demands of the Squaw Valley ski resort; some of these employees live in the Valley while others commute from nearby areas like Truckee.

2.13.2 DISCUSSION

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Potentially Significant Impact. The proposed project would increase the population of Squaw Valley. Although the new resort residential units could be owner-occupied on a year-round basis, these units are anticipated to

be primarily condominium hotel and fractional ownership units. Additionally, the proposed new commercial space included in the proposed project would bring additional employees to the area.

The project proposes to limit the number of new resort residential units (assuming an average 2.5 rooms/unit) in the plan area to 1,295 units (up to a maximum of 3,238 bedrooms) and commercial space to 454,000 square feet, which are less than the maximum amounts allowable under the *Squaw Valley General Plan and Land Use Ordinance* (Placer County 1983). Policy 2.A.18 of the Placer County General Plan Housing Element requires that new resorts in the Sierra Nevada and Lake Tahoe region provide for employee housing equal to 50% of the housing demand generated by the project in one (or any combination) of the following ways: construction of employee housing on-site; construction of employee housing off-site; dedication of land for needed units; or payment of an in-lieu fee. The project applicant estimates that build-out of the Specific Plan would increase the number of employees in the plan area. Construction of housing units or implementation of other housing programs to provide employee housing equivalent to 50% of the full-time equivalent jobs generated by this project could result in substantial growth in the area or in nearby communities. Therefore, this impact would be potentially significant, and this issue will be analyzed further in the EIR.

b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The following discussion addresses items b) and c):

Potentially Significant Impact. The proposed project includes the removal of a hostel (dormitory setting with 63 beds and no kitchen/cooking facilities) and nine existing employee housing units (including 1 studio unit, 5 one-bedroom units, and 3 two-bedroom units) during Phase II of the project. In addition, the increased number of employees required to operate the proposed project would result in an increased housing demand in the area. Because existing employee housing would be removed and the demand for employee housing would increase as a result of the proposed project, replacement housing may need to be provided either within the plan area or off-site. Therefore, this impact would be potentially significant, and this issue will be analyzed further in the EIR.

2.14 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XIV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☒	☐	☐	☐
Police protection?	☒	☐	☐	☐
Schools?	☒	☐	☐	☐
Parks?	☒	☐	☐	☐
Maintenance of public facilities, including roads?	☒	☐	☐	☐

2.14.1 ENVIRONMENTAL SETTING

FIRE PROTECTION

Fire protection for the plan area is currently provided by the SVFD. In addition, portions of the Valley and surrounding forested areas are classified as a State Responsibility Area and receive fire protection assistance from the U.S. Forest Service (USFS).

The SVFD currently provides fire protection services to a 14-square-mile area that includes Squaw Valley and the Truckee River Corridor between Alpine Meadows Road and Cabin Creek Road (approximately 2.5 miles south of Truckee). The closest SVFD station is Station 21, located at 305 Squaw Valley Road, about a quarter-mile west of the Squaw Valley Road and SR 89 intersection, and 1.5 miles east of the plan area. Currently, a total of 13 firefighters are staffed at this station, with a minimum staffing of 3 firefighters at any given time. In addition to the full-time staff, part-time paid firefighters augment staffing during busy periods (SVFD 2012).

POLICE PROTECTION

Law enforcement for the plan area is currently provided by the Placer County Sheriff's Department (general law enforcement services) and the California Highway Patrol (traffic-related enforcement services). The Tahoe Substation in Tahoe City is the closest Placer County Sheriff's substation, and is located at 2501 N. Lake Boulevard in Tahoe City, approximately 2.5 miles north from the intersection of SR 89 and 28, and approximately 7 miles from the plan area. Current staffing at this station includes 1 field operations lieutenant, 18 patrol deputy positions, 6 patrol sergeants, 4 detectives, 1 detective sergeant, 1 problem-oriented deputy

(neighborhood disputes and Placer County code violations), 1 administrative sergeant, 2 jail deputies, 1 evidence technician, 2 community services officers, and 5 professional staff (Placer County Sheriff's Department 2012).

SCHOOLS

The plan area is within the Tahoe-Truckee Unified School District (TTUSD). The TTUSD has a total of 11 schools, four of which serve the Squaw Valley area (see Table 2.14-1).

Table 2.14-1 Schools that Serve Squaw Valley

School	Address	Grades Served	Students Enrolled for 2010–2011
Cold Stream Alternative School (independent study program)	740 Timberland Lane Tahoe City, CA 96145	K–12	28
Tahoe Lake Elementary School	375 Grove Street Tahoe City, CA 96145	K–3	251
North Tahoe School	2945 Polaris Road Tahoe City, CA 96145	4–8	508
North Tahoe High School	2945 Polaris Road Tahoe City, CA 96145	9–12	334

Sources: Tahoe-Truckee Unified School District 2012; California Department of Education 2010

PARKS

The Placer County Parks and Ground Division operates and maintains several local and community parks, trails, and some open space areas in unincorporated Placer County. Squaw Valley Park is located at 101 Squaw Valley Road, approximately 1.5 miles from the plan area. Park facilities include a soccer field, tot lot, pickle ball, restrooms, picnic areas, bike and hiking trails, and trail staging area (Placer County 2012b).

2.14.2 DISCUSSION

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Potentially Significant Impact. The proposed project includes new resort residential units and new commercial space, which would increase the demand for fire protection and emergency services. The project applicant would be required to comply with Section 145.14 of the SVGPLUO, which requires developers to contribute fees for capital improvements for fire protection (Placer County 1983). Construction of new fire protection facilities would be possible, and if so, could result in environmental impacts. This issue will be further analyzed in the EIR.

Police protection?

Potentially Significant Impact. The proposed project includes new resort residential units and new commercial space, which would increase the demand for police protection. The *Placer County General Plan* (Policy 4.H.1) requires that, within the County's overall budgetary constraints, the Placer County Sheriff's Department shall strive to maintain a staffing ratio of one officer per 1,000 residents in unincorporated Placer County (Placer County 1994a). Because the proposed project would increase demand for additional police officers, which could also result in the need for new facilities, this impact is considered potentially significant. This issue will be further analyzed in the EIR.

Schools?

Potentially Significant Impact. The new resort residential units that would be developed as part of the proposed project are anticipated to be used as condominium hotel units, timeshares, and vacation rental homes. New year-round residential use within the plan area is not anticipated. However, the proposed project could add new resident employees to the Squaw Valley area and to nearby communities. Therefore, development of the proposed project could generate new students that would attend TTUSD schools. If the project would add more students than could be accommodated at the existing TTUSD schools (and with existing staffing and facilities), a significant impact could result. Therefore, this impact is considered potentially significant. This issue will be further analyzed in the EIR.

Parks?

Potentially Significant Impact. The proposed project would create new and expanded public recreational facilities within and outside of the plan area including extension of a Class I bicycle trail through the plan area; public trail connections within the plan area; public access to backcountry trails such as the Granite Chief Trailhead and the Shirley Lake area; a meadowlands interpretive park and stream restoration area; and improvements to the Squaw Valley Park including pickle ball court improvements, BBQ and bench area improvements, and picnic area improvements. Provision of new and expanded public parks and recreation facilities could result in increased maintenance costs and staffing needs; therefore, this impact is considered potentially significant. This issue will be further analyzed in the EIR.

Maintenance of public facilities, including roads?

Potentially Significant Impact. Project construction would involve the use of heavy trucks for materials delivery and hauling. The weight of these trucks may exceed the load capacity of local roadways and could contribute to the deterioration of these roads. Additionally, the proposed project would involve the construction of new public facilities such as utility infrastructure, trails, and roads that would require maintenance. This impact is considered potentially significant and will be evaluated further in the EIR.

2.15 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XV. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☒	☐	☐	☐

2.15.1 ENVIRONMENTAL SETTING

The Squaw Valley area is known for its recreational amenities. In addition to snow-related activities such as skiing, snowboarding, and sledding, the Squaw Valley area is developed with facilities for golfing, swimming, tennis, hiking, bicycling, ice skating, and other recreational activities.

The Placer County Parks and Ground Division operates and maintains several local and community parks, trails, and some open space areas in unincorporated Placer County. Squaw Valley Park is located at 101 Squaw Valley Road, approximately 1.5 miles from the plan area. Park facilities include a soccer field, tot lot, pickle ball, restrooms, picnic areas, bike and hiking trails, and trail staging area (Placer County 2012b). In addition, the Squaw Valley Bike Trail is an asphalt-paved trail that is located parallel to Squaw Valley Road and extends through Squaw Valley to Lake Tahoe.

2.15.2 DISCUSSION

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Impact. Although new recreational facilities would be developed as part of the proposed project, existing parks and recreational facilities in the area would also likely be used by the new visitors and employees of the project, resulting in routine wear and tear of existing facilities. Because the project would contribute to the deterioration of existing parks and other recreational facilities, this impact could be potentially significant and this issue will be evaluated further in the EIR.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Potentially Significant Impact. The proposed project would create new and expanded public recreational facilities within and outside of the plan area including extension of a Class I bicycle trail through the plan area; public trail connections within the plan area; public access to backcountry trails such as the Granite Chief

trailhead and the Shirley Lake area; a meadowlands interpretive park and stream restoration area; and improvements to the Squaw Valley Park including pickle ball court improvements, BBQ and bench area improvements, and picnic area improvements. The project would also create fee for use facilities including an outdoor winter ice skating rink/summer performance area and an indoor water-focused MAAC.

Policy 5.A.3 of the *Placer County General Plan* requires new development to provide a minimum of 5 acres of improved parkland and 5 acres of passive recreation area or open space for every 1,000 new residents. The amenities to be provided by the developer to meet General Plan policies may include on-site and off-site constructed public facilities. The EIR will analyze the proposed public recreation improvements and their physical impacts, and will describe to what level the proposed improvements meet or exceed General Plan requirements. This impact could be potentially significant and this issue will be evaluated further in the EIR.

2.16 TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVI. Transportation/Traffic. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e) Result in inadequate emergency access?	☒	☐	☐	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐

2.16.1 ENVIRONMENTAL SETTING

Direct access to the plan area is provided by Squaw Valley Road, which connects to SR 89 approximately two miles west of the plan area. Truckee is located nine miles to the north and Tahoe City is located seven miles southeast of the plan area, respectively.

Other major roadways in Placer County that would be used by project traffic include I-80 and SR 28. Employees and guests of the ski resort rely almost exclusively on these roadways and private vehicles for travel to and from the resort. Public transit services (e.g., Tahoe Area Regional Transit [TART], Truckee Trolley, Truckee Dial-A-Ride, Amtrak) and bikeway and pedestrian facilities are also available in the project area.

Other roadways outside of Squaw Valley, such as Alpine Meadow Road, Deerfield Drive, Donner Pass Road, and West River Street, would not be directly used by project-related traffic, but could be affected because they intersect with SR 89.

Because of the heavily congested peak winter and summer weekend traffic conditions in the project vicinity, state and local agencies have developed traffic management plans for Squaw Valley, Alpine Meadows, Truckee (Donner Pass Road), and Tahoe City (SR 89 and SR 28).

2.16.2 DISCUSSION

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. The *Placer County General Plan* contains goals and policies that establish the minimum level of services on roadway segments and intersections. It also establishes requirements for various modes of transportation and circulation, including pedestrian and bicycle paths. The proposed project, both during and after construction, may have potential conflicts with the *Placer County General Plan* due to the anticipated increase in traffic and resulting effects, as described below.

Project construction would result in construction worker commute trips and haul truck trips (for delivery and transport of materials and equipment) to and from the project area, resulting in increased traffic levels on local roadways. This construction-related traffic could result in adverse roadway conditions, including decreased level of service, an increase in traffic hazards, and roadway degradation.

Traffic associated with project operation would include the trips generated by new employees and guests, thereby increasing existing traffic levels compared to existing conditions. Similar to project construction, long-term project operation could result in adverse roadway conditions, including decreased level of service, an increase in traffic hazards, and roadway degradation due to the substantial increase in traffic volumes.

A detailed traffic analysis will be performed for the project; however, because it is currently unknown whether the project could fully mitigate its potential traffic impacts, this impact is considered potentially significant and will be evaluated further in the EIR.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. As described in item a) above, both short-term project construction and long-term project operation would generate traffic that could substantially affect local transportation facilities. While a traffic control plan for construction and a transportation management plan for project operation would be prepared and implemented, it is unknown what specific measures would be included and whether the project would conflict with County standards regarding congestion management. Therefore, this impact is considered potentially significant and will be evaluated further in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The nearest public airports include Homewood Seaplane Base (located 8 miles southeast of the plan area), the Truckee-Tahoe Airport (located 9.5 miles northeast of the plan area), and the Lake Tahoe Airport (located 24.5 miles southeast of the plan area). The proposed project would not affect air traffic patterns associated with these facilities. Therefore, no impact would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. Access to and within the plan area would be provided and designed consistent with County standards. A detailed traffic analysis will be performed for the project; however, because it is currently unknown whether the project could fully mitigate its potential traffic impacts, this impact is considered potentially significant and will be evaluated further in the EIR.

e) Result in inadequate emergency access?

Potentially Significant Impact. Project construction may result in traffic delays and possibly road closures that could affect emergency access to the plan area and surrounding areas. While a construction management plan and traffic control plan would be required and would detail measures to ensure adequate emergency access during construction, it is unknown at this time what specific emergency access measures would be implemented.

As part of the proposed project, emergency vehicle access (EVA) routes would be installed within the plan area to provide secondary access to structures or land uses when needed. A detailed traffic analysis will be performed for the project; however, it is currently unknown whether the project could fully mitigate its potential traffic impacts.

For these reasons, this impact is considered potentially significant and will be evaluated further in the EIR.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. The potential construction-related and long-term project operations-related impacts to the roadway system described above would result in traffic delays, including for public transit, on local roadways. If delays increased substantially, additional buses may be required to maintain existing levels of service. Additionally, project implementation could increase demand on TART routes due to the expansion of the ski resort and resulting increase in visitors. This impact is considered potentially significant and will be evaluated further in the EIR.

As part of the proposed project, the existing Class I bicycle path located on the southern edge of Squaw Valley Road would be extended to loop through the Village along the south side of Squaw Creek, with multiple pedestrian and bicycle connections into the Village Core and to the mountain trailhead at the west edge of the plan area (see Exhibit 7). From the Village, a series of radiating pedestrian thoroughfares and Class II bicycle paths would link the easternmost snow beach with the westernmost Village Neighborhoods and the major valley-wide bike path. Bicycle racks would be provided at three main locations throughout the Village as well as at the Squaw Creek Trailhead.

A detailed traffic analysis will be performed for the project; however, because it is currently unknown whether the project could fully mitigate its potential transit, bike, and pedestrian impacts, this impact is considered potentially significant and will be evaluated further in the EIR.

2.17 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVII. Utilities and Service Systems. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☒	☐	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

2.17.1 ENVIRONMENTAL SETTING

WASTEWATER

SVPSD owns and operates the wastewater collection system that serves Squaw Valley. The proposed project would connect to SVPSD's existing transmission lines.

The Tahoe Truckee Sanitation Agency (TTSA) would provide wastewater treatment for the proposed project. TTSA operates the Water Reclamation Plant, located in Nevada County along the Truckee River. The plant, which has a capacity of 9.6 million gallons per day, provides primary and secondary treatment, phosphorus removal, biological nitrogen removal, disinfection, and effluent filtration (TTSA 2012).

WATER SUPPLY

Potable and irrigation water for the proposed project would be provided by SVPSD. Water is provided from the groundwater basin in the Valley.

SOLID WASTE DISPOSAL

The Tahoe Truckee Sierra Disposal Company (TTSD) provides solid waste collection and removal for the Squaw Valley area, and would provide service to the plan area. Solid waste from the proposed project would be transported to Placer County's Eastern Regional Transfer Station, and then to the Lockwood Regional Landfill in Nevada.

The Eastern Regional Transfer Station is located west of SR 89, approximately 3 miles south of Truckee, and 5 miles north of the intersection of SR 89 and Squaw Valley Road. Solid waste is sorted at this facility to recover recyclable materials. (Additionally, drop-off recycling centers are located throughout the Squaw Valley area along with buy-back centers, where customers can receive money for their recyclables.)

After the garbage has been sorted, materials that cannot be recycled would be taken to Lockwood Regional Landfill, which is a municipal solid waste facility located in Storey County, off I-80, east of Sparks, Nevada. Based on projected volumes, Lockwood Regional Landfill has a remaining capacity of 24.3 years; however, over 2,000 acres at the facility are already zoned and have the necessary permits for future expansion of the landfill (Carr, pers. comm., 2011).

2.17.2 DISCUSSION

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. TTSA's Water Reclamation Plant is subject to permits issued by the Lahontan Regional Water Quality Control Board (Lahontan RWQCB). A National Pollution Discharge Elimination System (NPDES) permit allows the effluent from the plant to be discharged indirectly into the Truckee River. The Lahontan RWQCB has waste discharge requirements, and regulates the waste discharged into the leach field and the Truckee River. The Lahontan RWQCB also has effluent requirements for the plant.

The proposed project would result in an increase in the amount of wastewater that would require treatment at TTSA's Water Reclamation Plant. This impact would be potentially significant and this issue will be evaluated further in the EIR.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Development of the proposed project could require the construction of new or expansion of existing water or wastewater treatment facilities.

WATER SUPPLY FACILITIES

Potable and irrigation water for the proposed project would be provided by the SVPSD. Water would be delivered to the plan area from strategically placed wells that would work in concert with existing wells in the Valley. Water would be distributed within the plan area via looped pipelines generally located within the roadway system and pedestrian network. The project proposes to include adequate water storage facilities to store water for peak day plus fire flows for the plan area. It is unknown whether sufficient water supplies are available to serve the proposed project. A WSA is currently being prepared to evaluate this issue. Results of the WSA could indicate the need to construct new or expanded water supply facilities. The environmental impacts

of constructing these facilities, if they are determined to be needed for the project, will be evaluated in the EIR. This would be a potentially significant impact and this issue will be evaluated further in the EIR.

WASTEWATER COLLECTION AND TREATMENT FACILITIES

New gravity wastewater lines would be installed within the roadway network to serve the plan area. TTSA would provide wastewater treatment service for the project via the Water Reclamation Plant, which is located in Nevada County along the Truckee River. The plant, which has a capacity of 9.6 million gallons per day, provides primary and secondary treatment, phosphorus removal, biological nitrogen removal, disinfection, and effluent filtration (TTSA 2012). The proposed project would be required to obtain a Will Serve letter from TTSA. The EIR will address whether sufficient capacity is available to serve the project and whether the project would result in the need to construct new or expanded wastewater treatment facilities. The environmental impacts of constructing these facilities, if they are determined to be needed for the project, will be evaluated in the EIR.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Construction of the proposed project could result in an increase in the amount of stormwater runoff generated in the plan area and could adversely affect existing stormwater drainage facilities. The project applicant is preparing a detailed drainage analysis to determine pre- and post-project stormwater runoff conditions. Therefore, this would be a potentially significant impact and this issue will be evaluated further in the EIR.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

***Potentially Significant Impact*.** See item b). It is unknown whether sufficient water supplies are available to serve the proposed project. The project applicant is preparing a Water Supply Assessment to evaluate this issue. If new or expanded water entitlements are required for the project, a significant impact could result. This would be a potentially significant impact and this issue will be evaluated further in the EIR.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

***Potentially Significant Impact*.** See item b). TTSA would provide wastewater treatment service for the project via the Water Reclamation Plant, which has a capacity of 9.6 million gallons per day (TTSA 2012). The proposed project would be required to obtain a Will Serve letter from TTSA. This impact would be potentially significant and this issue will be evaluated further in the EIR.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact. Project construction activities, although temporary, would generate solid waste including excess construction materials and material removed during site clearing. Development of new resort residential and commercial uses at the plan area would increase the demand for solid waste collection and disposal. It is not anticipated that the project would exceed the capacity of local landfills; however, the quantity of solid waste that would be generated by the proposed project is not known at this time. Therefore, it is also

not known whether there would be sufficient landfill capacity to accommodate the project's solid waste disposal needs or whether new or expanded landfills would be necessary. This impact would be potentially significant and this issue will be evaluated further in the EIR.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less-than-Significant Impact. See item f). The project would comply with all applicable federal, state, and local statutes and regulations as they relate to solid waste. Therefore, this impact would be less than significant.

2.18 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVIII. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Authority: Public Resources Code Sections 21083, 21083.5.
Reference: Government Code Sections 65088.4.
Public Resources Code Sections 21080, 21083.5, 21095; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

2.18.1 DISCUSSION

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. The proposed project has the potential to substantially affect biological and cultural resources at the plan area. Therefore, this is a potentially significant impact and these issues will be analyzed further in the EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. As described in this Initial Study, implementation of the proposed project could potentially result in significant impacts to the following resources: aesthetics; forestry resources; air quality; biological resources; cultural resources; geology and soils; GHG emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; population and housing; public services; recreation; transportation and traffic; and utilities and service systems. When taken together with the effects of past projects, other current projects, and probable future projects, the project's potential impacts could be cumulatively considerable. This issue will be evaluated further in the EIR.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The EIR will evaluate environmental effects that could cause substantial adverse effects on human beings, including exposure to air pollutants, potentially hazardous materials, increased noise, public services and utilities, and increased traffic. Aside from these issue areas, the proposed project would not result in substantial adverse effects on human beings. However, the project could result in potentially significant impacts within the issue areas described above. These issue areas will be evaluated further in the EIR.

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3 REPORT PREPARATION

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